

Evergreen Ford Lincoln Issaquah, WA

Site Development Permit Narrative

05 March 2019

Prepared by;
Strotkamp Architects

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Strotkamp Architects

**P.O. BOX 501
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Katie Cote
Development Services Department
Planner
1775 12th Ave NW
Issaquah WA 98027

05 March 2019

RE: Evergreen Ford Lincoln

Dear Ms Cote;

Attached please find the site Development Permit submittal for the above referenced project. Thank you for your help and insight through the colab meetings, feedback from the Pre-submittal meeting in helping to understand the vision and goals of the Central Issaquah Plan.

Your help in getting to this stage has been critical to the project development.

Again thanks for your help and insight.

Sincerely

David Estes, AIA

Strotkamp Architects

CC:
Dan Rowe, Evergreen Ford Lincoln
Eric Hansen, Hansen Real Estate
Tom Strotkamp, Strotkamp Architects
Tyrell Bradley, SCJ alliance
Mark Graff, SCJ Studio
Muni Vimawala, PSM Engineers

1.0 Development Objectives

Evergreen Ford Lincoln acquired the site with the intent of developing a state of the art automotive dealership to continue its long history as part of the Issaquah community. As part of this effort a separate detail facility was developed and is completing construction about 1 block southeast on 266th street.

The site has been vacant for some time and was subject to partial redevelopment by WDOT in relocating the North Fork of Issaquah Creek as part of the culvert lawsuit settlement. As part of that project a hydraulic project approval No. 2017-4-39+01 was issued on 20 January 2017 permit was issued and is in effect until 19 January 2021. The site was also subject, as were other sites to a construction/planning moratorium. In the past the site was used as a dog kennel facility (Carlson Kennels) but has been vacant for some time.

The site has specific challenges for development and use as an automotive dealership as it is isolated from the rest of Issaquah and bound by the North Fork of Issaquah Creek on the Northwest Facing East Lake Sammamish Parkway a Freeway off-ramp on the South West side. Lakeside Industries operates a major mineral extraction facility and concrete and asphalt plants to the east. There is a currently a cell tower and supporting structure/fence on site in the SE corner which will remain.

The site is currently zoned Intensive Commercial as part of the Central Issaquah Plan (CIP) and subject to the standards, design criteria and vision of that plan. While an isolated site, it is unlikely that future urban development will occur near the site.

The intent of the project is to develop a new Ford and Lincoln automotive dealership for the sales and service of those vehicles. The facility is composed of two franchise dealerships Ford and Lincoln which share service parts and check in operations.

The Project continues a long history and relationship with the city of Issaquah. The project expands the current facility bringing improved service sales and parts activities to the community.

- It means having regular vehicle service and maintenance available in Issaquah, not driving to Bellevue or other locations to get an oil change.
- It means employment for sales and service associates.
- It means retaining tax dollars in the community.
- It means a business supporting community activities
- It means more energy efficiency to the new facility reducing energy usage.
- It means improving the critical buffer on the north Fork of Issaquah Creek.

Those meaning are not found in the standards or development standards of the city. They are found in the economic vitality of business and the community.

2.0 Project Definition

The project consists of three separate elements main elements and one secondary element.

- Structured Parking with vehicle service located on the ground level. This component is defined by concrete frame with vertical elements and tri-part elements of base, field and cornice
- Ford Display Area defined by Brand wall, Entry Element and glass wall
- Lincoln display Area defined by large expanse of glass on a stained concrete pedestal base and Stone/ACM cap
- Secondary element of a display Pavilion forming a street wall with ELSP and defining the edge of the development

The project consists of approximately 145,302 sq. ft. of building area of which 69,749 sq. ft. is subject to part of the FAR calculations and 74,361 sq. ft. are in structured parking excluded from FAR. See Appendix A -FAR calculations for a detailed breakdown of floor areas and a graphic show each type and location.

As part of the development of the project at least half of the required parking is required to be in structured parking. There are a total of 470 total vehicle spaces between the surface spaces and structured parking. Display spaces are included in the FAR for calculation but are not considered to be required parking. 153 of the spaces are located on site with 58 of those spaces being required parking. In addition, 12 interior display space are included in the vehicle count.

Based on the Net floor area of the project the minimum required parking is 123 spaces and the maximum spaces 246 spaces. 191 spaces in the structured parking are assigned as required and overflow storage spaces. 110 Structured parking spaces are considered display spaces. Figure 4.1 Required Parking found is CIP chapter 8 of the Appendix details the development of the required parking.

Note the requirements for the calculation of FAR and required parking differ in the criteria and areas used in the calculation of net square footage. As a result, the square footage does not match but start from the same gross numbers. The Gross square footage requirements per the IBC for area and occupancy calculations (not part of this document) also differ from the FAR and required parking figures.

3.0 Design Standards

The project is bound by multiple sets of design standards all following under the heading of the Central Issaquah Plan including the following;

- Central Issaquah Plan as updated 23 August 2018 (CIP)
- Central Issaquah Architecture and Urban Design Manual (CIA&UDM)
- Central Issaquah Development and Design Standards (CIDDS)

In additional sections of the Issaquah Municipal Code Apply to the project specifically in relation to surface water management and Critical Area buffers.

While all chapters making up the Central Issaquah plan are important, they can best be defined by the Requirements of the A&UDM take precedence over the Development and Design Standards. As such the focus on the most important standards focus on those two sections of the Architecture and Urban Design Manual.

The discussion of this is organized by disciplines of architectural, civil engineering, landscape and Tree Plan to match and reflect the conceptual drawings as part of the submittal.

3.1 Architectural/ Site Development

A&UDM Section 2 Architectural Districts

The project is in the Traditional Issaquah Area of the CIP and is part of the Eastlake neighborhood. Review of the allowable architectural styles eliminated most of the styles because specific limitations in regard to roofing types and area allowable. After review the style that best fit the project and the design requirements of Ford Motor Company. Is the Northwest Revival Style. Items identified under this Chapter are generally based on exterior visual images of the building and not specific site design issues.

The proposed solution meets the intent of this style. A major portion of the conflicts with the style is the requirement for structured parking fitting into the natural context and still meeting the materials and colors related to the style.

There are some items listed under the style as inappropriate that because of Manufacturer standards, or conflicts with the natural context section or programmatic requirements do not fully meet the listed items. They are detailed in Appendix B – Northwest Revival Style Analysis attached to this submittal. Generally, the conflicts (inappropriate) as noted earlier, concern color, materials and stylistic details. Specific Conflicts or items requiring interpretation are as follows;

Section	Issue	Comments
A.1.6.1	Tripartite structure at Lincoln single floor structure	While there is a base body and top the elevations do not meet the accepted definition of tripartite See Franchise requirements for additional information.

A.1.6.2	Ground floor minimum of 20'	Portions of the building do not comply only the Ford Display has a 20' floor to roof dimension. See Franchise requirements for additional information.
A.1.6.2.	Tripartite composition	Ford display area brand wall does not exhibit tripartite composition. See Franchise requirements for additional information.
A.1.6.3.1	Wall materials	Primary cladding, while meeting the color requirements is not met in the materials, but then the materials have conflicts with the Natural Content section.
A.1.6.3.2	Windows list multiple options for compliance,	With multiple appropriate items not all of them can be met on a single project.
A.1.6.3.2	Organization of windows for tripartite bay	Structured parking has openings not windows, there seems to be some question if openings comply with the intent.
A.1.6.3.4	Cornice calls out to of the same materials as the base.	Given the weight of concrete (the base) there are structural considerations to use a lighter weight material.
A.1.6.3.4	Detail Parapet wall the same material as the façade	The required Lincoln Criteria requires a different material at eh top cap (cornice). See Franchise requirements for additional information.
A1.6.4.	Color	The Color pallet meet the requirements of the Natural Context Section of the section but conflicts with the color criteria of warm red brick. See Franchise requirements for additional information.

A&UDM Urban Core

While the project is located in the Traditional Issaquah Portion of the CIP and not the urban core, it is required to meet the same urban core requirements as the center of the city. The Natural

context section (UD 1.1.1) becomes a key criterion in this section. The project complies with materials, colors and site orientation by opening the buildings to the view of the North Fork of Issaquah Creek. The conflicts develop from the programmatic need for vehicle display and customer access (parking) between the building and the creek buffer areas.

The site is isolated and given the constraints on of the North Fork of Issaquah Creek and the freeway off ramp will remain isolated in the future. The Urban core sections addressing block access, size and parking in front of and adjacent to the main entries are considered inappropriate in the proposed site design. Because of the size of the facility fire department access is required around the building. That requires acces sbetween the stream buffer and the building. We developed the design solution to minimize those specific sections listed as inappropriate using an interior street, landscaping and highlighted pedestrian paths on the site.

We believe that given the isolated site location and the limitations placed on the site from the off ramp, buffers and the lack of future urban development in the area, that the project is both beneficial and meets the intent of the Urban Core standards. Specific Conflicts or items requiring interpretation are as follows;

Section	Issue	Comments
UD.1.1.1	Limited Use of external lighting in this area	Exterior lighting levels required for evening customer viewing of display vehicles will meet the Standards of the city per Section 18 of the IMC and as further defined by review with the city lighting consultant. This will be addressed as part of the building permit process.
UD.1.2.1	Harmony	Harmony in the case of this project resolves around the integration with the landscape, respect of the buffer and creek and building style. Compliance with the specific style of Northwest Revival in the dominate form of the structured parking provides a backdrop for the specific franchise requirements of Ford and Lincoln. Each franchise requires different materials and textures, the complement each other and work within a pallet of earth tones.
UD.2.1.1	Block size	This is a signal irregular site with no relationship now or in the future to the existing or future street patterns. Once the buffer area is removed from the overall site it complies with the general block size requirements.
UD.2.2.3.f	Parking lots in front of buildings or street corner.	While the site plan eliminates parking in front of the building, parking and vehicle display still are

		located between the building and the stream buffer.
UD.2.2.3.i	Multiple driveways along a single street frontage	Three access points are use on the site based on access requirements and function. The 66 th street access provides customer access and fire department access on the site. The customer service access specifically directs customers arriving for vehicle servicing. The service access provides required fire department equipment access and access for delivery vehicles and for trash removal.
UD.2.3.1	For building less than 6 stories at least the first two shall be at the street edge.	The street frontage is less than 2 stories with no exception is made for single story buildings. The CIP defines ELSP as a required frontage. The project is required to face that frontage, separated by a stream buffer. Entry to the building has to be off a street, but other sections don't allow streets or parking between the stream buffer and the building.
UD.2.3.2.3.a	... all native materials	The allowed street and parking Trees are rather limited in selection. For parking and display trees need to be non-fruit bearing to limit bird dropping on vehicles.
UD.2.3.2.3.d	Public walk between regulated creeks and the building	Public walkways are provided both at the face of the building on the private street and along the buffer with a trail at the edge of the buffer. The use of the trail as a pedestrian access also provides for greater pedestrian use of the views afforded to the North Fork of Issaquah creek.
UD.2.3.2.3.e	Parking. Storage or loading areas between building and open space.	Site access is required around the building for both fire department and customer arrival and parking. The requirement for street wall along 66 th anchors the building. These requirements are addressed with a private street into the site thus meeting the intent and reducing the pedestrian conflicts between the building and buffer area.
UD2.3.2.3.f	Parking lots abutting nature areas	Display area for vehicles abuts the stream buffer. Verification required that display is not parking

UD2.3.3.2.a	Primary business entries facing the street or plaza.	As noted above streets are in conflict of the area between building and buffers. The building must orient to ELSP. So the proposed site design complies with this section but the street used for compliance conflicts with UD2.3.1 above.
UD2.3.3.2.b and UD.2.3.2.e	Retail uses must have at grade entries fronting sidewalks.	At the Lincoln portion, the entry facing the community space is raised 28" above grade. (A Lincoln requirement). The entry meets all the requirements of ADA for access. Further this is impacted by grading and flood criteria issues. See Franchise requirements for additional information. Note that the pavilion structure, which is not public access is accessed via stair only.
UD.2.3.5.a. and UD.2.3.5.d	Metal Canopies and depth	Along 66 th /230 th this canopy is incorporated. On the NW elevation there is not a canopy. Is the intent for pedestrian canopies along public streets or all streets? See Franchise requirements for additional information.

The project provides a gateway to the city from the Westbound off ramp and defines the edge of development. A detailed analysis of each item in the Urban Core Standard is found in Appendix C CIP A&UDM Analysis as part of this submittal.

CIDDS

We believe that the design intent this project complies with these chapters as a whole and that the overall project will contribute to the economic vitality of the neighborhood and community.

A detailed analysis of the DDS chapters 4 and 6-17 was done as part of the pre-submittal application. Response to staff comments from the pre-submittal application are addressed in a separate document addressing specific compliance and noncompliance issues with the standards. In some cases they are questions of conflicts or interpretations of the standards.

A separate document per the SDP checklist is attached addressing those items which appear to require an Administrative Adjustment of Standards (AAS) or if we can to meet the intent and specific requirements by reworking the design.

Specific chapters within the CIDDS that have been addressed and are in general compliance are as follows;

- FAR ratio determination and development based on the requirements of chapter 4
- Parking requirements per chapters 8 and 15
- Landscape and buffer development per IMC and chapters 10 and 16
- Circulation Per chapters 6 and 12
- Community space Per chapters 7 and 13
- Site Design per chapter 11
- Building Design per chapter 14
- Signage chapter 9

Compliance with these chapters is illustrated on the attached drawing set as part of this submittal.

3.2 Civil Plans

Existing Conditions Maps:

Two topographic surveys have been provided as part of the pre-application submittal. The first survey was completed in 2013, the second in 2018. Both surveys were completed by Hansen Surveying & Consulting on the NAVD 88 vertical datum. However, the 2018 survey was converted to NGVD 29 to match the datum of the FEMA FIRM map for the project.

Stream Buffers:

In 2017, DOT completed the N Fork Issaquah Creek Fish Passage project to the west of the proposed project. As part of the project, a 75 foot stream buffer was assigned to N Fork Issaquah Creek. This 75 foot buffer was reduced by 25% from the standard 100 foot buffer. The proposed project hardscape will not encroach into the existing 75 foot storm buffer. The buffer will have 18 foot wide rain gardens constructed (25% of the 75 foot buffer) as allowed per Issaquah municipal code. Section 18.10.775 E-3 of the City of Issaquah Municipal code, “The stormwater facilities shall not encroach into stream buffers by more than twenty-five (25) percent of the standard stream buffer width.” The standard buffer width for the N Fork Issaquah Creek is 100 feet, which was reduced to 75 feet with enhanced plantings. The proposed rain garden bottom width is 18 feet. Section 18.10.775 E-3-F goes on to say that “Stormwater facilities such as bio retention, rain gardens, or constructed wetlands planted with appropriate native vegetation and trees are allowed without buffer averaging requirements.” The current design meets the intent of the code. The rain garden plantings and soils meet or exceed the enhanced buffer planting requirements. See Stream Mitigation Area narrative for plantings within the buffer.

Grading and Drainage Improvements:

Based on the FEMA FIRM map, the base flood elevation is 72 feet above mean sea level. The finish floor elevation of the building has been placed at 73 feet in elevation. This site is required to achieve a net zero fill at the completion of the project, making it a balanced site. Due to placement of fill material on adjacent properties, there is also 6,800 CF of additional storage required as part of this project to mitigate for offsite impacts within the floodplain. The current

grading layout incorporates the requirement for a net zero site and has an additional 23,000 CF of storage volume. Approximately 16,200 CF of additional storage is provided by the proposed rain gardens within the stream buffer. See Stormwater Design Narrative for additional stormwater narrative.

Flood Plain and Flood Hazard Requirements

Approximately 65% of the project site is located within the flood plain per current FEMA FIRM maps. Therefore a flood hazard permit will be required to perform the work as shown on the current site plan. It has been determined that the 2013 survey completed on the project site matches the current FEMA FIRM map. This map will be used as the base comparison for flood storage and modeling to assure the flood plain capacity is maintained or increased as part of the completed project.

Roadway Frontage Improvements:

The project is proposing to use the City of Issaquah standard detail number T-11 for the roadway cross section on SE 66th Street and 230th Ave SE. Based on the Roadway Classification & Inventory Figure T-1, effective 03/29/2017, this section of road has been identified as Collector Arterial. This section of road has not been identified as a bike route based on the Proposed Nonnotarized Improvements 2015-2035 Figure T-4, effective 06/30/2015. Therefore, bike lanes are not being proposed. Parallel parking has been included on SE 66th Street and 230th Ave SE. The existing radius on the SE 66th Street and 230th Ave SE corner is not in compliance with AASHTO design standards. The project proposes to increase the roadway centerline radius to 198 feet to meet the 25mph radius required per AASHTO standards. This will require a realignment of the roadway towards the project site.

The project site requires a private road be constructed along the store front. This road will meet the 6.4.D Pedestrian Priority Street standard section from the Central Issaquah Development and Design Standards.

See Stormwater Design Narrative for the frontage improvements stormwater narrative. Based on the City of Issaquah department of public works Street Standards (Transportation) curb return radii shall be a minimum 35 feet. The proposed layout includes a 50 foot radius at the SE 66th Street and 229th Ave SE.

Water System:

The proposed site includes the placement of a new fire hydrant on the south side of the building. The new hydrant will be served by a 12 inch looped water main that will be extended onto the site from SE 66th Street and tie back in on 230th Ave SE. A fire department connection, post indicator valve, double check valve, and fire hydrant will be placed on the north side of the building to serve as fire protection. The irrigation service will re-use the existing water meter at the corner of SE 66th Street and 230th Ave SE. A new domestic meter will be placed off of 230th Ave SE.

Sewer System:

The proposed building will be split into two zones that will have separate connections out to 230th Ave SE. Trench drains will be installed in the service bays and drain to the sewer system through oil/water separators prior to release to the public sewer system.

3.3 Landscape Plans

Central Issaquah Architecture and Urban Design Manual:

Per Objective 3.0 Urban Design, Natural Context Areas, UD.1.1.1 the development reinforces the unique setting and takes advantage of the natural area amenity by having main entrances, doors and windows oriented toward the creek.

Community Space:

Community Space is not required for this project. Originally a community space was planned at the intersection of 66th Street and 230 Ave SE, however the requirements of upgrading the radius of this intersection removed the area that was part of the community space. As such the remaining area at this intersection does not support a community space.

Parking Lot Landscaping:

Our parking lot meets the minimum requirements of CIDDS 10.5 with at least 1 tree per 6 parking stalls, and with landscape comprising of at least 10% of the parking lot area. Further, shrub and groundcover in planting beds is designed to achieve 100% coverage in three years, landscape islands are at least 5'-0" in width. Evergreen hedges are provided where R.O.W abutting locations are not within vision triangles of driveways and/or obstructing the required Street Wall and/or product display per 10.6.B. Parking lot calculations are based on parking stalls for customers and employees, and not for areas that are strictly for storage and display of vehicle inventory.

Stream Mitigation Area:

Per IMC 18.10.795.B.1.e.(4), our stream bank and buffer areas will be replanted with native vegetation which replicates the optimal in species, sizes and densities; and (5) The natural value will be restored through dense native planting. Portions of the buffer area have already been restored by the recent WSDOT project. For the WSDOT project, all areas west of the creek are currently planted densely with native plants per the WSDOT approved plans and no changes are proposed for that area. On the east side of the creek (the development side), portions of the buffer will be used for stormwater facilities as is allowed by 18.10.775 (section E-3-f). The proposed stormwater strategy is a series of raingardens. As such, trees will not grow in the bottom of raingardens due to the inundation of stormwater, therefore a mix of native shrubs, perennials, grasses, wetland emergent plants and groundcover is proposed. Throughout the rest of the stream buffer trees, shrubs and groundcover will be installed per the guidelines in

18.10.795.B.1.e.(4) as noted above and per the King County Critical Area Mitigation guidelines meeting the goals and objectives for Buffer Creation.

Other Landscaping:

Throughout the remaining landscape area, and as per section 10.0 of the CIDDS, landscape will provide softening of edges and building massing, entry planting at driveway entrances that meets vision triangle criteria, a Zen garden with large local boulders surrounded by a carpet of native moss as a “Zen Garden” feature, and opportunities for more native and pollinator-friendly plants. Meeting the general intent of the CIDDS, stormwater LID features are being used the maximum extent possible in the landscape, and per section 10.4, street trees are provided at 30’-0” on-center where not in conflict with driveways, and Best Available Science will be utilized in the species selection and installation details. Plants will meet or exceed the minimum size and spacing requirements. Irrigation will be water-wise and appropriate soil and mulches will be used to amend soils.

Tree Preservation:

It is possible to retain one of the existing trees on site, its critical root zone will be protected. Per CIDDS 10.10, the minimum tree density will be achieved through on-site tree planting. If that is not possible, the tree density will be achieved by either off site planting, or payment to the City Tree Fund. Per CIDDS 10.13.B, modification to the tree requirements is allowed because the site design meets Criteria 1, 2, 3, 4, and 6. Trees will be replaced per CIDDS 10.14, see Arborist Report.

CIDDS Chapter 16:

The landscape plan meets the overall goal of creating a pedestrian friendly environment and provides opportunities to transition from built areas to the natural edge of the creek. More specifically, the landscape plan meets section

16.2.A by surrounding the development with nature – the proposed facility is bordered on two sides by the North Fork of Issaquah Creek and a small tributary, where buffers will be restored.

16.2.B, Context is considered by orientating buildings towards natural areas.

16.2.C the development is softened by landscape starting with the Community Space, continuing with buffer enhancement, and ending with our parking lot landscape. Trash enclosures will be screened.

16.2.D Trees are strategically located along the street, in parking lot islands, at driveway entrances, and in the community space.

16.2.E The Green Edge of Issaquah is preserved adjacent to our site, the landscape is preserved at the I-90 off ramp (which is off-property).

16.2.F accent plantings will be used at driveway entrances, and in the Community Space.

16.2.G Wildlife habitat will be greatly enhanced by this project along Issaquah Creek, the entire buffer will be restored with native plants.

16.2.H Landscape materials will be repeat throughout the project both with plants and paving.

16.2.I Greenwalls are not proposed and not required.

16.2.K The community space is considered a Setback Treatment and as such contains many amenities as listed above under Community Space.

16.2.L Pedestrian areas are buffered with planting, and further enhanced with seating and artistic elements in the Community Space.

16.2.M Native plants will be used extensively throughout the project, exclusively in the buffer areas and as part of a larger plant community in other landscape areas.

16.2.N Aspect, shading, slope, wind, plant size, shape and water requirements will be utilized in the planting design insuring that the right plant is used in the right place.

16.2.O Site furnishings are used extensively in the community space and as appropriate at building entrances.

16.2.P Street trees shall be planted per section 10.4 as indicated above in Other Landscaping. Community space shall be planted as indicated above in Community Space.

16.2.Q Surface parking is suitable broken up with planted landscape islands meeting the minimum requirements for landscape area in chapter 15.

16.2.R Parking structures are not visible from the street or pedestrians and therefore screening is not provided.

16.2.S LID stormwater facilities are used throughout the project, specifically raingardens with appropriate native plant material.

16.2.T other landscape elements are suitably screened or otherwise appropriately landscaped per section 10.

Central Issaquah Architecture and Urban Design Manual: Per Objective 3.0 Urban Design, Natural Context Areas, UD.1.1.1 the development reinforces the unique setting and takes advantage of the natural area amenity by having main entrances, doors and windows oriented toward the creek.

3.4 Tree Plan

As part of the site analysis and site development process O'Neill Services group has developed a tree report based on a survey of existing trees and prior information. The Tree Plan found in Appendix D develops a Tree retention and Replacement plan

4.0 Vision of sustainable Development

The vision of sustainable development falls across multiple stakeholders on this project including

- The City of Issaquah's CIP and IMC Section 16.40 requirements
- Washington State Non Residential Energy code requirements
- Ford Motor Company's vision
- The Owners visions for current and long term use of the facility
- Project teams commitment to sustainable development.

While there are conflicts and agreement among all parties on the importance of sustainable development both for construction and in the future, they are limited by practicality and budgetary concerns.

As part of the goal of meeting sustainable development several items stand out above the code and CIP requirements.

- The project is designed for long term adaptability by using a 12'-0" floor to floor plate height to allow adaptive reuse as commercial or multifamily develop.
- LED lighting is a major component of the energy costs for any automotive dealership. As such the most efficient fixtures, lighting control systems and operations plans will be used for lighting both interior and exterior.
- The stormwater management plan utilizes raingardens and infiltration to lessen the environment impact of the site
- Buffer locations for the raingardens reduce the impact to the environment and allow for additional wildlife habitat.
- The Structured parking facility is designed to support photovoltaic arrays as such times they become economically feasible for the site.
- Ford Motor Company promotes sustainable development through a variety of programs ranging from low VOC recommended paints to HVAC management system recommendations

While the above goals and objectives in meeting sustainable develop overlap and are complementary there is no single reason to specifically design and document the project to meet LEED standards. While many of the ideas and requirements for LEED certification are admirals they do not in themselves guarantee the energy performance of the facility for either the long or short term. Comparative studies of LEED certified building and the actual energy performance of the project has given mixed results in predicting how well the projects perform.

As LEED criteria has moved toward a contextual approach to certification, it seems to the design team that the actual performance from an energy usage and long-term adaptability of the project are more significant than a certification process.

The city of Issaquah provides consultant services for sustainability, and as the project develops this resource may be used to provide additional insight and opportunities for reducing the projects impact on the environment.

5.0 Stormwater Approach

The stormwater management approach is found in the Stormwater Report including CARA as part of this submittal with description of the systems and drainage plans and narrative. It describes the scope, approach and design of the system. In general the site will be divided into three (3) basins with separate storage, treatment and discharge to rain gardens and underground infiltration.

6.0 Adjustments and Variations to Standards

While throughout the CIDDS there are minor points either requiring clarification or may require a minor adjustment to the standards. They are related to the isolated nature of the site and programmatic requirements related to automotive dealerships. While most of these can be resolved based on the city response as part of the site Development Permit process several items require specific mention to be addressed. They will require a formal AAS in our understanding and are listed below. The issues mostly revolve around the Ford Lincoln franchise requirements and the conflicts with the CIP. These items as detailed in Appendix B franchise requirements involve mainly materials and colors.

CIDDS 7.4.B Neighborhood parks

A proposed neighborhood park is shown in chapter 7 but was eliminated in the revised CIP dated 23 August 2018. Given the tight nature of the site for the proposed use we believe this consideration and need for a neighborhood park are not warranted as part of this project.

CIDDS 9 Signage

Component	Comments
A & B. number of permitted Primary and Secondary signs	Signage indicates 1 primary and 1 secondary sign except as per items B allowing two primary and 2 secondary signs per circulation facility and per B.2 two primary signs are allowed and B.3 allows two secondary signs. Based on this section we understand the following is allowed; Ford 1 primary sign “Evergreen” , 2 secondary ford blue ovals Lincoln 1 primary sign “Lincoln” two secondary signs 1 “Evergreen” and 1 Lincoln logo. In addition the Pavilion building is allowed 1 primary sign “Evergreen” facing ELSP. The use of a freestanding Monument sign would be considered a Primary sign Table 9.17.1 while it summarizes the signage allow is unclear as to the items mentioned above.
9.17A & B. number of permitted Primary and Secondary signs	Signage indicates 1 primary and 1 secondary sign except as per items B allowing two primary and 2 secondary signs per circulation facility and per B.2 two primary signs are allowed and B.3 allows two secondary signs. Based on this section we understand the following is allowed; Ford 1 primary sign “Evergreen” , 2 secondary ford blue ovals Lincoln 1 primary sign “Lincoln” two secondary signs 1 “Evergreen” and 1 Lincoln logo. In addition the Pavilion building is allowed 1 primary sign “Evergreen” facing ELSP.

9.32 Franchise signs Based on our interpretation of this section item A.3 would allow the “Ford blue oval” to be considered as a franchise sign and allowed as additional primary signage on the site as detailed above. See Franchise requirements for additional information.

9.38 Monument signs A monument sign would not be considered a primary sign as we understand this item. As a multi-business development this is allowed. For purposes of this item the sign would be the ford blue oval free standing. See Franchise requirements for additional information.

CIDDS 11 Site Design

Component	Comments
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11.4.A. Minimize Impacts	The North fork of Issaquah Creek was relocated by WDOT. The project being developed in this phase must comply with IMC 18.10 Lighting regulations found in IMC 18.07.107 are below general standards found at most dealerships
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CIP 14 Building Design

Component	Comments
14.3.A.1 Setbacks	This is in conflict with the Requirements of NW Revival Style Architecture for no setbacks below the 5 th floor.
A.7 Tri-part Composition	Per the requirements of the NW Revival style the structured parking (the dominant mass) Color and materials are per the requirements of this style.

CIDDS 17 Lighting

Component	Comments
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17.2.F. Light level and fixture Design	City standards will be used at the Public ROW, internal on the site LED fixtures for display will be used. IMC 18.07.107 lighting levels for automotive will be reviewed with the city lighting consultant.
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17.4.A. IMC 18.07.107 Tables for light pole height table E1 allows a pole height of
Fixture 25 feet in parking areas. Specific pole heights for ROW fixtures is not
Height specified. This conflicts with the 15' height limit listed in this item.

7.0 How the Proposed Development Meets/Exceeds Standards

As you review the updated vision statements and objectives for the Eastlake neighborhood the question becomes what does this project bring to the neighborhood. Where does this facility fit into the vision of the Neighborhood and the Vision for Central Issaquah? A review of the Matrix of success for the Eastlake neighborhood classifies factors of Livable, Distinctive, Connected and Sustainable. What does this project provide to help meet those goals and comply with the developer objectives of the vision?

The project site isolated by I-90 and behind the buffer of the North Fork of Issaquah Creek is separate and not part of the larger neighborhood context. Lakeside Industries facilities to the NE also define a small and separate part of the neighborhood. The geographic features bounding the site will always place it in isolation and not as part of a larger urban context.

In analyzing how the project meets or exceeds the requirements of the various components of the Central Issaquah plan, it is important to realize that the plan is about a vision and not a list of prescriptive items. In the review of the Eastlake Neighborhood Plan the following stick out as meeting and exceeding the CIP.

- Provide a defined gateway to the Neighborhood and city from the west through the building and the pavilion structure
- Improves through the buffer, landscaping and stormwater management a healthier and more sustainable environment specifically to the health of the North Fork of Issaquah Creek
- Brings and continues employment and opportunities for automotive sales and services
- Reduces energy consumption by reducing travel time to go to adjacent cities for service and maintenance of vehicles
- Incorporates some green building measures to reduce energy consumption and provide for adaptive reuse in the long term future
- Provides a continuing economic base for employment and sales in the community

Service and Retail sale facilities be they automotive or other retail provide need opportunities for employment and meeting the need of the city and neighborhood.

APPENDIX A - FAR Development/ Required Parking

Based on the requirements of CIDDS 4.4B and the related definitions the following is the FAR for the project. As determined, the retail sales display areas in the structured parking are to be included in the Gross building area.

The area key correspond to the Parking graphics found and duplicated in the graphic portion of the submittal for the FAR and parking analysis.

Area	Building	Structured Parking (circulation, storage and req'd parking) (not counted per CIDDS as part of the FAR)
Main Floor		
A Lincoln	5,741 sq. ft.	
B Check-in	4,609 sq. ft.	
C Ford Display/Parts/Service	<u>32,937 sq. ft.</u>	
Total	43,287 sq. ft.	
Second Floor		
D Structured Parking (tier 1)		20,897 sq. ft.
E Office/Admin	5,404 sq. ft.	
F Vehicle display	3,729 sq. ft.	
K Vehicle Display	2,153 sq. ft.	
M Parts	<u>3,387 sq. ft.</u>	
Total	14,673 sq. ft.	
Third Floor		
G Structured Parking (tier 2)		23,095 sq. ft.
H Vehicle Display	5,784 sq. ft.	
N Vehicle Display	<u>4,260 sq. ft.</u>	
Total	10,044 sq. ft.	
Roof Top		
J Structured Parking (tier 3)		33,139 sq. ft.
L Pavilion (Not shown)	1,440 sq. ft.	
M. Existing Cell tower bldg.	230 sq. ft.	
Total	69,674 sq. ft.	77,131 sq. ft.

FAR/ Parking Requirements**SDP Submittal 01 Mar 2019**

Gross site Area Per survey	170,852 sq. ft.
Less Critical Area Buffer	31,859 sq. ft.
Gross Developable site	138,993 Sq. ft.

FAR $69,669/138,993 = .50$ (rounded.)

Figure 4.1 Required Parking Calculations

Required parking based on chapter 8 Parking Table 8.10-1 of CIDDS indicates required parking as follows;

Main Floor Area (gross)

Area	Ford	Check In	Lincoln	Total
Main Floor	32,937 sq. ft.	4,609 sq. ft.	5,741 sq. ft.	43,287 sq. ft.
Less				
• Stairwells	444 sq. ft.		0	
• Mechanical	0 sq. ft.		341 sq. ft.	
• Janitor	75 sq. ft.		0 sq. ft.	
• Toilets	925 sq. ft.		253 sq. ft.	
• Storage	0			
• Lobbies	79 sq. ft.		151 sq. ft.	
• Vehicle Loading		4609 sq. ft.		
Subtotal	1,523 sq. ft.	4,609 sq. ft.	745 sq. ft.	6,877 sq. ft.
Net Sq. Ft.	31,414 sq. ft.	0 sq. ft.	4,996 sq. ft.	36,410 sq. ft.
Second Floor Admin	5,404 sq. ft.			
Tier 1 display	5,882 sq. ft.			
Parts	3,387 sq. ft.			
Less				
• Stairwells	746 sq. ft.			
• Janitor/toilets	358 sq. ft.			
Subtotal	1,104 sq. ft.			
Net	13,569 sq. ft.			13,569 sq. ft.
Tier 2 Display	10,044 sq. ft.			10,044 sq. ft.
Tier 3 Display (rooftop)	0 sq. ft.			0 sq. ft.
Pavilion	1,440 sq. ft.			1,440 sq. ft.
Existing Cell tower Bldg.	230 sq. ft.			230 sq. ft.
Total				61,693 sq. ft.

**Required parking spaces
based on Net sq. ft.**

Area	Net Sq. Ft.	Min spaces 2/1,000 sq.ft	Max 4/1,000 sq. ft.
Net Sq. Ft.	61,693 sq. ft.	123 spaces	246 spaces

Parking Location Breakdown

	Required	Display/Storage	Total
Exterior Ground Level			
Customer	30		
Service	28		
New Display		26	
Used display		73	
Total	58	99	153
116'-0" level			
Service/Employee	54		
Display		26	
Total	54	26	80
128'-0" level			
Service/Employee	66		
display		49	
Total	66	49	115
140'-0" Level			
Storage/		128	
Total	178	292	470
Interior showroom display, not counted as part of total		12	

The total required parking spaces provided falls between the minimum (129) and maximum (258) allowed for onsite parking both surface and structured parking.

Bicycle Storage Spaces 9 spaces 5 at Lincoln street entry, 4 at stair Grid N9 – understair interior

Motorcycle parking Spaces 1/36 required parking spaces 172 required spaces provided
 $172/36 = 5$ spaces provided in structured parking at 116' and 128' level.

Appendix B

Analysis CIP Plan vs Franchise Requirements

Based on the pre-submittal meeting of 07 February 2019, we have developed an analysis of the project in relation to the CIP to reflect Ford/Lincoln Franchise requirements. The analysis focuses only on those sections of the CIP that conflict with the Franchise requirements of Ford and Lincoln to allow the project to be approved by Ford Motor Company.

The analysis is broken into three sections as follows;

- CIP Section 2 Architecture
- CIP Section 3 Urban Design
- CIP Chapters 1-17 of the CIDDS

CIP Section 2 Architecture

As the base for the project development under Section 2 Architecture, analysis and discussion with the city staff determined the closest fit for the project within the architecture styles is the Northwest Revival Style. That remains the basis for this section.

Section	Franchise Requirement, Reference	Comments/conflict
A.1.6.1 Massing	<p>The Ford and Lincoln portions of the project are separate Franchises. Each Franchise has a given set of criteria for project approval. Key to these requirements are the following;</p> <ul style="list-style-type: none"> • Separate identities, materials and massing • Separate Color scheme, approved materials and use • Key corporate design elements required for project approval 	<p>Prototype documents provided are based on the two sets of franchise requirements. Reference pdfs provided are as follows Ford -Cover, I200, sp00, sp101, a501, A601, A602, A702, A706, A901, A903, g101, M200</p> <p>Lincoln G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, ae2-00-02, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-10, AE7-01-00, AE7-01-04, EL0-00-01, EL7-00-0</p>

A.1.6.2 Scale

Ground Floor Minimum 20' Floor to floor	Lincoln specific single-story ceiling height or 12'-0" required, single store portion of the project (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)	Does not meet 20' floor to floor, single story
Tripartite Compositions	Ford Brandwall and entry element require specific form and materials. (ford cover, I200, A601, A602, A702, A706, A901, A903) Lincoln Vitrine requires specific roof form and elevations G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE3-00-01, AE3-00-02, AE3-00-01 () Dominate form of structured parking provides tripartite composition	Not tripartite composition Not tripartite composition complies
Vertical Façade Articulation	Ford Brandwall glazing requires a specific horizontal form. (ford cover, I200, A601, A602, A702, A706, A901, A903) Lincoln Vitrine requires specific glazing form with no vertical emphasis and elevations (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE3-00-01, AE3-00-02, AE3-00-01)	Horizontal Articulation Neutral articulation
A.1.6.3.1 Materials Walls	This style requires that building be clad in masonry materials (reference)	Building materials are not primarily masonry
Three cladding types	Each of the three building masses is treated as a separate entity for purpose of this section. Ford – approved materials ACM, corrugated metal Siding and Concrete masonry units (M200)	ACM, Concrete Masonry units and metal siding are not allowed materials

	Lincoln approved materials ACM, Porcelain Panels, stained concrete Concrete Masonry units and metal siding (AE2-00-04,) Structured parking Painted concrete and infill elements to be determined	ACM, concrete Masonry Units and metal siding are not approved materials
Primary cladding brick, terracotta limestone (50%+)	Ford materials listed above are approved materials(M200) Lincoln materials listed above are approved materials (AE2-00-04) Structured parking primary cladding materials painted concrete	Approved materials do not match primary cladding materials Approved materials do not match primary cladding materials Approved materials do not match primary cladding materials
Secondary Cladding Concrete, stone (<30%)	Ford stone or concrete is not used as a secondary material (M200) Lincoln concrete elevated base is concrete Structured parking Concrete is primary materials (AE2-00-04)	Approved materials do not meet the requirements of this section Meets requirements Primary material is concrete and greater than 30%
Stringcourse to define tripartite	Ford no string course allowed (A600, A601) Lincoln no string course allowed (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, ae2-00-02, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-10) Structured Parking no location for a stringcourse in the design, however cornice material may be taken as stringcourse	The materials for the stringcourse are not masonry
A.1.6.3.2 Materials		
Windows		
a. Vertical oriented Windows	Ford Horizontal Articulation of windows required at display glazing (ford cover, I200, A601, A602, A702, A706, A901, A903)	Does not meet the intent Does not meet the intent

	Lincoln glazing requirement to be a single opening with no vertical articulation (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE3-00-01, AE3-00-02, AE3-00-01)	No windows only openings in structured parking
b. Organize windows floor, tripartite or bay	Ford articulation of building bay at service with glass overhead doors (ford cover, I200, A601, A602, A702, A706, A901, A903, M200) Lincoln There is a base, field and cap section, a contemporary interpretation of this style (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)	The service area meets the intent, but the primary street façade does not Not vertically oriented or establish rhythm or tripartite compositions
Section		
d. Large operable storefronts	Ford Operable glass overhead doors meet the intent but are not open to the public (ford cover, I200, A601, A602, A702, A706, A901, A903, M200) Lincoln Large storefronts, not operational, however the adjacent display area provides operable overhead doors (AE2-00-01)	Complies with intent for part of the streetwall
A.1.6.3.3. Materials Doors		
Embellish entry	Ford required entry element provides embellishment of the main street entry (ford cover, I200, A601, A602, A702, A706, A901, A903, M200) Lincoln Canopy meet intent and requirements (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)	While both Ford and Lincoln have embellished entries the materials and requirements at these entries conflict with material requirements as the materials are ACM cladding
A.1.6.3.4 Materials Roof		
Cornice of primary materials	Ford Primary street façade at Brandwall does not include cornice (ford cover, I200, A601, A602, A702, A706, A901, A903, M200)	No cornice

	Lincoln Top cap different material (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)	No cornice
Detail Parapet Wall as same material as the façade	Ford no parapet wall at Brandwall on primary street façade (ford cover, I200, A601, A602, A702, A706, A901, A903, M200) Lincoln Parapet is different Material (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)	Lack of parapet conflicts with this section While a parapet exists, it is a separate color and materials
A.1.6.4 Color		
Brick Warm red or brown	Ford color palette does not include warm red or brown colors (M200) Lincoln color palette does not include red colors, however concrete base stained brown (AE2-00-04)	Color palette does not comply Color palette partly complies
Terra Cotta Creamy white only	Ford Exterior color and material palette cool grays not warm palette (M200) Lincoln Exterior color and material palette tans/browns terra (AE2-00-04)	Color palette conflicts with this section, terra cotta not allowed Color palette conflicts with this section, terra cotta not allowed
Stone natural whites' grays	Ford Exterior materials palette does not include Stone (M200) Lincoln Stained concrete Brown, cap tannish colors (AE2-00-04)	While color palette meets this section, materials do not While porcelain Tile is use color, palette does not meet this section
Max 3 colors	Ford Multiple gray colors and materials (M200) Lincoln multiple tan colors and materials (AE2-00-04)	No material exceeds three colors, however three materials each with a separate color palette

CIP Section 3 Urban Design

Some Franchise requirements are affected by the Urban Design Requirements of CIP Section 3.

Section	Franchise Requirements/References	Comments/Conflicts
UD.1.1.1 Natural Context Building faced Materials composed of Natural Materials	Ford Material Palette is primarily ACM (M200) Lincoln Material Palette is ACM and porcelain panels (AE2-00-04)	Complies for color but not for specific materials Complies for color and some materials
UD.1.2.2 Compatibility Contrast Inappropriate corporate identity	Ford Required specific exterior palette of materials colors and form for project approval (M200) Lincoln Required specific exterior palette of materials colors and form for project approval (AE2-00-04)	We list this as a conflict as this section infers that all projects which reflect corporate identities as part of the building design are to be considered inappropriate
UD.2.3.2.2 Building Edges Setbacks Ground floor retail commercial office, services B.a. when building edges have setback to 10' maximum accommodate outdoor seating dining or retail display with primary paved area	Lincoln Vehicle display at entries encouraged (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)	This would seem to allow retail display (i.e. cars) in the setback/ used for community space.

UD.2.3.2.3 Building Edges setbacks and Step backs Natural Areas

e. inappropriate driveways, parking loading or storage areas between building and open space

Ford vehicle display area required at front of building (primary Façade) (SP 100, SP 101) Lincoln display incorporated with ford

To allow display and access requires a drive aisle for customers and to move vehicles, display of retail products not specifically prohibited.

UD.2.3.3.2 Building Edges Entries ground floor retail

b. retail uses must have at-grade entries fronting sidewalks

Lincoln Program requirement that Sales and display area be raised 30” (already received variance to 28”) (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)

Lincoln mandatory requirement

e. Inappropriate -use of ramps or stairs to access retail storefront

Lincoln requirement for raised display/sales area, ramp and stairs to main entry from stairs. (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)

Lincoln mandatory requirement

UD.2.3.3.3 Building Edges Entries Ground Floor Commercial Office Services

c Provide at-grade entries fronting sidewalks

Lincoln Program requirement that Sales and display area be raised 30” (already received variance to 28”) (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)
Ford Display Pavilion Raised with stair access, not for public use display only (NA)

Covered under UD.2.3.3.2

Lincoln mandatory requirement

Secondary area, not specifically covered by Ford requirements however because of low elevation at that portion of the site agreement with city staff to allow floor elevation to be at 73’-0”

UD2.3.5 Building Edges Weather Protection

Ford the entry element (required) provides weather protection, however the brand wall (primary street façade) does not allow canopies over the glass display element. (ford cover, I200, A601, A602, A702, A706, A901, A903, M200)

Does not meet the requirements of 75% of the primary street frontage. Limited pedestrian access along this façade as most pedestrian traffic will be coming from the parking area West of the building.

CIP Design and Development chapters 1-17

Specific requirements conflict with standards and Design directives

Section	Franchise Requirements/References	Comments/Conflicts
CISS 6.4 circulation Facility classification Standards		
D. Auto Inclusive Circulation Facilities Pedestrian Priority Street	Ford/Lincoln Requirement for auto circulation paths is 24'-0" minimum. (Sp100, Sp101) (AS1-00-01)	Street width calls for 2 10' travel lanes as opposed to 2 12' lanes required.
CIDDS 12.2 General Standards		
B Universal Design ADA	Ford/Lincoln Requirement for ADA compliant spaces to be 20'-0" in length Display spaces to be 20'-0" in length to accommodate larger truck display (SP100, SP101)	Issaquah standard length is 18'-6", ADA while it does not require a 20'-0" length, per A117.1 current edition section 502.4.3 and 503.3.3 require that the access isle be 20'-0" in length
CIDDS 8.5 Use of required parking	Ford/Lincoln Display Areas required for new and used vehicles (SP100, SP101, AS01-00-01)	Display and storage areas required, display area for vehicles defined on site plan. Verification of these areas has not been given in the parking and FAR requirements.
CIDDS 8.13 Parking Tools and Flexibility		
9.a Tandem Parking	Ford/Lincoln minimum quantity of total spaces required on site 353 for Ford (SP100) and approx. 100 for Lincoln (AS01-00-01) totally at minimum., 453 spaces with approx.	Given the tight site constraints tandem parking in excess of this section is required in both onsite and structured parking.

480 provided (final adjustment and revision based on refined CIS requirements)

9.c Approval Criteria for Retail commercial

Ford/Lincoln Per item 9.a above to achieve the required quantity of display and storage spaces, more than 25 tandem spaces are required. (SP100)
Further, because of the sale and display of larger commercial vehicles some spaces both single and tandem may exceed the 9'x37.5' size limitation. (AS1-00-01)

Size of tandem spaces in structured parking is 9'-0" x 40'-0" based on the geometry of the service and vehicle check-in on the main level.

The quantity of tandem spaces will be exceeded but used for display and storage. Item 5 of this section does not apply as automotive vehicles are not prohibited.

CIDDS 8.20 Structured Parking and surface Parking

Parking Stall Dimensions

Ford/Lincoln Requirements are for 9'-0" x 20'-0" for display vehicle spaces. (SP100) (AS1-00-01)

Conflicts with 18'-6" x 9'-0" standard space.

Layout and depth of standard and tandem spaces in structured parking is based on programmatic requirements of service and check-in. spaces have 20'-0" length as a result.

CIDDS 9.17 Permitted number and Type

A & B number of permitted Primary and Secondary signs

Ford Required primary sign "EVERGREEN"
2 secondary signs of ford blue logo (ford cover, I200, A601, A602, A702, A706, A901, A903, M200)
Additional primary signage "EVERGREEN" on pavilion Building (separate structure)

These complies with the sections, however additional signage required for monument sigs see below.

Lincoln Requires primary sign “LINCOLN” and secondary sign of Lincoln logo and “EVERGREEN” (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)

CIDDS 9.38 Monument signs

Ford Required monument sign in addition to primary and secondary signage on building (ford cover, I200, A601, A602, A702, A706, A901, A903, M200)

Lincoln Required monument signage in addition to primary and secondary signage on Building. (AS01-00-01)

Monument signs are above the primary signage allowed for both ford and Lincoln, See above

CIDDS 14.3 Building Mass and Design

A.7 Tri part composition

Ford Brandwall and entry element require specific form and materials. (ford cover, I200, A601, A602, A702, A706, A901, A903, M200)

Lincoln Vitrine requires specific roof form and elevations (G10-00-00, AE1-00-00, AE2-00-01, AE2-00-01, AE2-00-04, AE3-00-01, AE3-00-02, AE3-00-01)

The structured parking portion (the dominate form) allows for the tripartite composition.

Brandwall does not allow for Tripartite composition
Lincoln Exterior requirements, while meet three-part expression does not include a cornice.

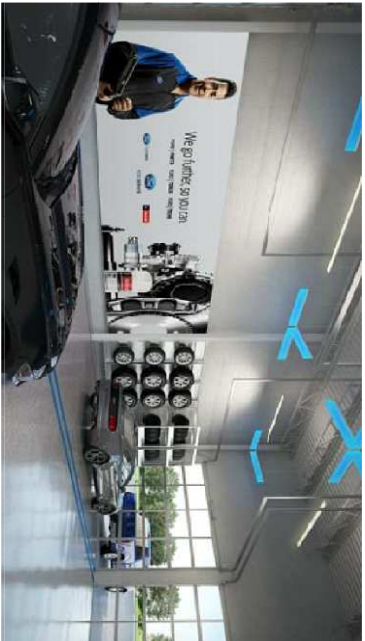
CIDDS 14.4 Ground Floor Details

A.6 Primary Building Weather Protection

Ford the entry element (required) provides weather protection, however the brand wall (primary street façade) does not allow canopies over the glass display element.(ford

Does not meet the requirements of 75% of the primary street frontage. Limited pedestrian access along this façade as most pedestrian traffic will be coming from the parking area West of the building.

	cover, I200, A601, A602, A702, A706, A901, A903, M200)	
a.10 floor Height	Lincoln required Ceiling height of 12' above finished floor (AE3-00-04)	Conflicts with 15' requirement
CIDDS 14.5 Weather Protection		
A.1 At entries	Ford the entry element (required) provides weather protection, however the brand wall (primary street façade) does not allow canopies over the glass display element. (ford cover, I200, A601, A602, A702, A706, A901, A903, M200)	Does not meet the requirements of 75% of the primary street frontage. Limited pedestrian access along this façade as most pedestrian traffic will be coming from the parking area West of the building.
CIDDS 17.1Lighting Intent		
G. Emphasize Architectural Elements	Ford/Lincoln Recommended exterior lighting to focus on display areas (A501) (EL0-00-01, EL7-00-01)	Conflicts with requirement to emphasize building elements
I. Illumination Levels	Ford/Lincoln Recommended lighting levels at the display areas Must be high enough to allow customers clear visibility during the evening operating hours. (A501) (EL0-00-01, EL7-00-01)	The standards defined in IMC 18.07.107.E.4.c allows 20-foot candles at automotive display, this seems to conflict with the standards in this section
CIDDS 17.4 Design and Fixture Standards		
A Fixture Height	Ford/Lincoln Recommended standard pole height of 20 to 25 feet (A501) (EL0-00-01, EL7-0-01)	Maximum pole height of 15'



Prototype Ford 750 PV
Issue Date: 11.01.2016
Revision Date: 02.15.2018

FORD | Prototype



Brand Wall



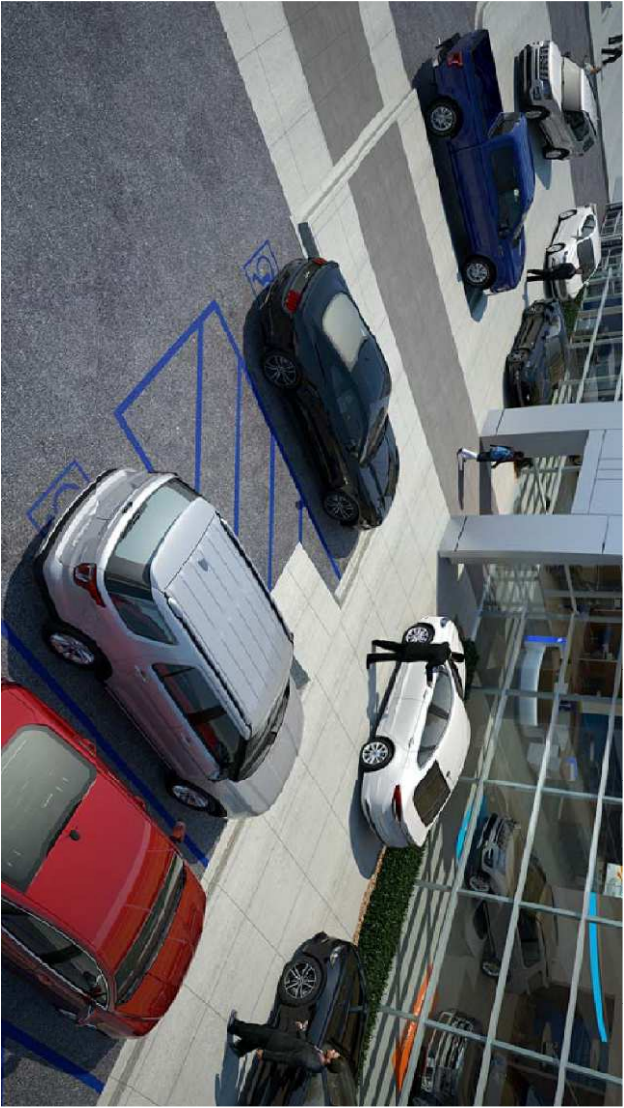
Entry Tower



Signage



Signage



Customer Parking

Prototype Ford

Program Overview - Exterior Key Features

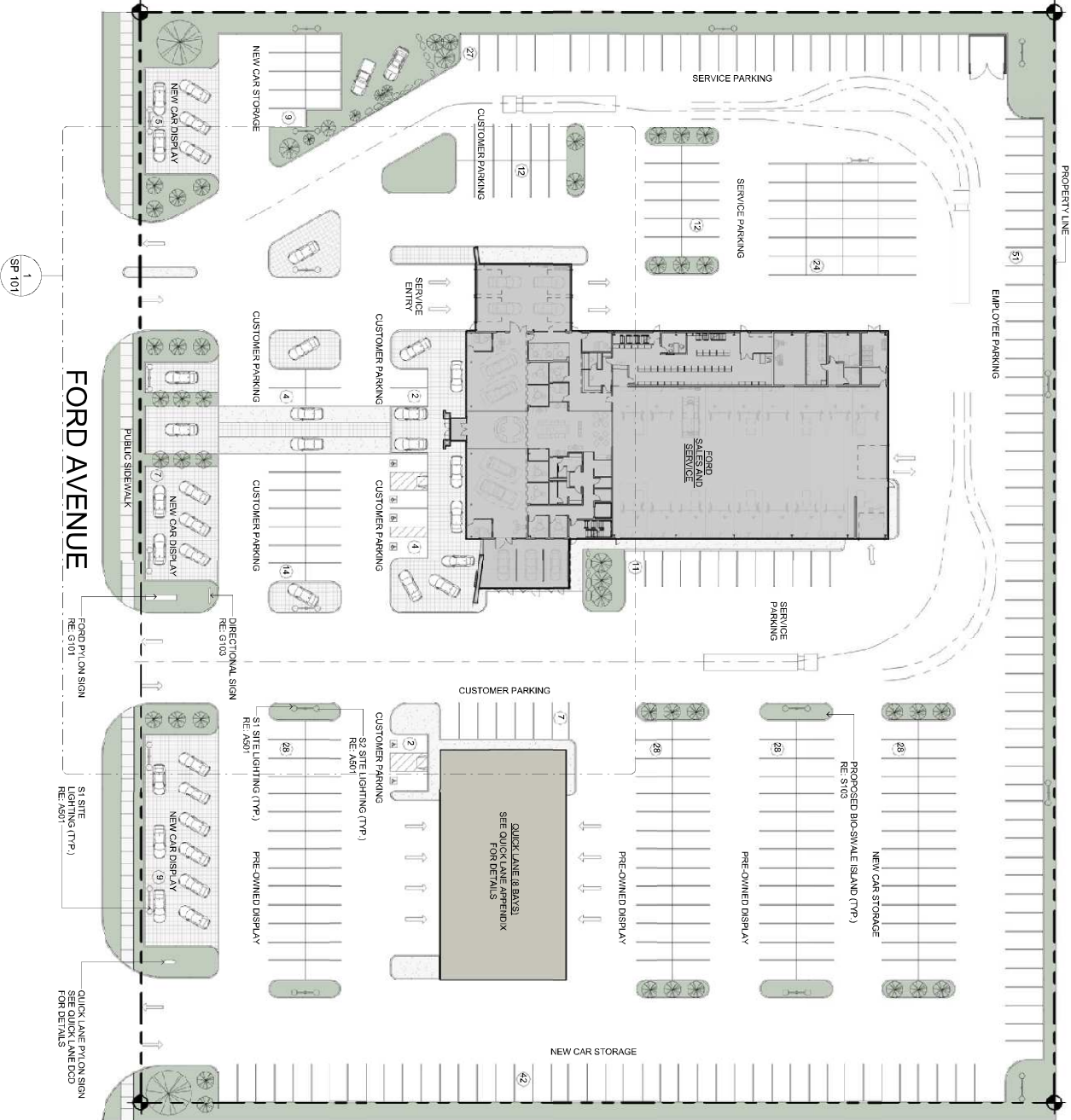
Issue Date:
11.01.2016
Revision Date:
02.15.2018

ADDITIONAL PROTOTYPICAL DRAWINGS AND
DETAILS FOR THE FORD SIGNATURE FACILITY
DESIGN CAN BE FOUND AT
WWW.FORDSIGNATUREDESIGN.COM



For communication of design intent only. Local architect must review for code compliance.
These drawings are not suited or intended for construction or fabrication.
All contents on this sheet are confidential.
Information and all rights therein are and will remain the property of Ford Motor Company.





1
SP 101

SITE	ACRES	PARKING SPACES						TOTAL
		NEW VEHICLE	PRE-OWNED	SERVICE HOLD	EMPLOYEE	CUSTOMER		
PROPOSED	2.172	114	64	74	51	45		368
GUIDE	3.21	113	126	54	45	15		353

NOTE: SITE CIRCULATION & LANDSCAPE AREAS ARE NOT INCLUDED IN NET USABLE LAND.

Prototype Ford 750 PV Site Plan

Issue Date:
11.01.2016
Revision Date:
02.15.2018
SP 100

APPROVAL: PROTOTYPAL BUILDINGS AND
DETAILS FOR THE FORD SIGNATURE FACILITY
WWW.FORDSIGNATUREDESIGN.COM



SHEET NOTES

1. SEE SHEET A504 FOR EXTERIOR LIGHTING INFORMATION.
2. SEE SHEET M200 FOR EXTERIOR MATERIALS INFORMATION.
3. SEE SHEET M200 FOR EXTERIOR MATERIALS INFORMATION.
4. SEE SHEET M200 FOR EXTERIOR MATERIALS INFORMATION.
5. A.O.R. TO VERIFY ALL LOCAL SETBACKS, LIGHTING & LANDSCAPE REQUIREMENTS.
6. SIGNAGE SIZES, TYPES & LOCATIONS TO BE VERIFIED AND COORDINATED WITH FORD MOTOR COMPANY SERVICE VENDOR.

For communication of design intent only.

Location of site is not intended to be construed as a guarantee.

These drawings are not scaled or intended for construction or fabrication.

All contents on this sheet are confidential and will remain the property of Ford Motor Company.

SCALE: 1" = 40'-0"



The following information should be utilized to familiarize owners with the benefits (financial, and otherwise) of good lighting design. Please also refer to the drawing notes throughout for various design-specific information.

The 'Business Case' Considerations for Owners

Lighting is a relatively low percentage of a construction budget but plays a big role in improving visibility. Yet, lighting is often one of the first items to be 'value engineered' by suppliers with approval by owners that may not fully understand the long term implications.

1. Return On Investment (ROI):

In addition to helping the brand image, good lighting solutions help save money. Lighting is a technology that can provide continued savings long term as the cost of energy rises. The ROI of lighting energy savings is widely promoted and can be demonstrated with a conservative life cycle cost analysis. It is recommended that these analyses be independently verified however by fee for service professional's not selling equipment. Sometimes the results of independent verification can yield different results. Generally speaking, money spent to improve efficiency of lighting systems will easily provide a one-and-a-half to three year ROI to the owner.

2. Daylight:

When day lighting (from window and skylights) is integrated with electric lighting through control systems that dim or turn off the lights when ample daylight is present, it will provide an average annual 20% ROI over the life of the project.

An important fact to consider about daylight integration is that people prefer environments that have natural light; that are glare free and have low thermal (heat) gain. Independent professional research has proven that retail sales are significantly higher in day lighted retail environments. Since cars are generally viewed outdoors post-purchase, the integration of daylighting within the showroom is an important connection for buyers to choose under natural conditions. A dealership that features good daylighting design integration is a long term benefit to the owner and is highly encouraged.

Prototype Ford 750 PV

Lighting Introduction

Issue Date: 11.01.2016
Revision Date: 02.15.2018

ADDITIONAL PROTOTYPICAL DRAWINGS AND
DETAILS FOR THE FORD SIGNATURE FACILITY
DESIGN CAN BE FOUND AT
WWW.FORDSIGNATUREDESIGN.COM



For communication of design intent only. Local architect must review for code compliance.
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Five Essential Aspects for Successful Lighting:

1. **Creative Lighting Methodologies** :

Utilize the newest lighting methods as established by national lighting professional organizations: the les and laid to meet project goals and objectives.

2. **Professional Design Specifications** :

Provide well-written performance specifications based on the design solutions to meet the design team methodology goals.

3. **Compliance with Lighting Specifications** :

It is important for lighting suppliers to read, understand, and comply with the design specifications to aid the project owner in achieving optimum results. The owner's understanding and cooperation is an important key to the success of the lighting system.

4. **Commissioning:**

Once the lighting is installed, independent commissioning of the lighting system is important to verify that the lighting meets the performance specifications and all systems are operating properly. Commissioning protects the owner's interest to be sure that the installation complies with the lighting specifications.

5. **Maintenance and Operation** :

After the system is commissioned and verified, training for users and maintenance staff will help assure that the lighting quality and energy savings will be a benefit for the duration of installation. If users or maintenance personnel are not informed properly, the cost and visual benefit of the system design could be reduced over time.

Other Lighting Considerations:

Perceived Brightness: a showroom that has a higher perception of brightness is an asset to sales. Below are listed important considerations to achieve this goal.

1. **Day-Light Control:**

Outdoor light levels range from 200 fc on a cloudy day to 7000 on a sunny day. for a showroom to feel bright, the brightness from light as viewed through show window needs to be balanced / controlled or the contrast is too great. the example of this experienced when the showroom 'feels dim' during the day but just right after dark. to manage show window brightness three solutions may be considered:

A. Fenestration Shading : Projects with east, west or southern facing show windows are encouraged to use translucent shading systems on widows during times of direct sunlight exposure into the showroom. This will: reduce glare, improve customer perception, reduce heat gain, minimize distractions and create a much improved visual environment for the customer.

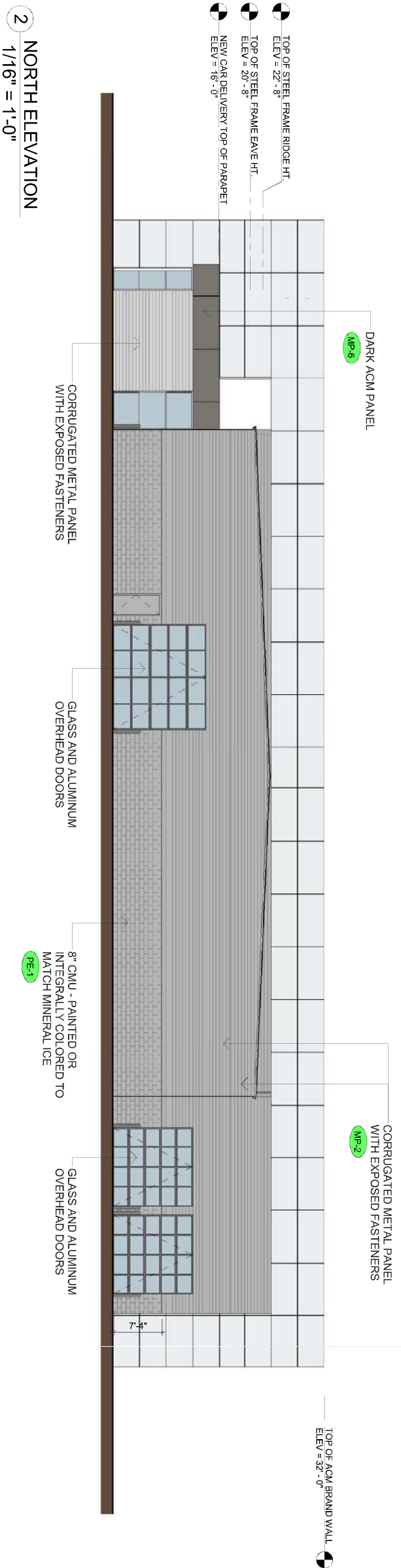
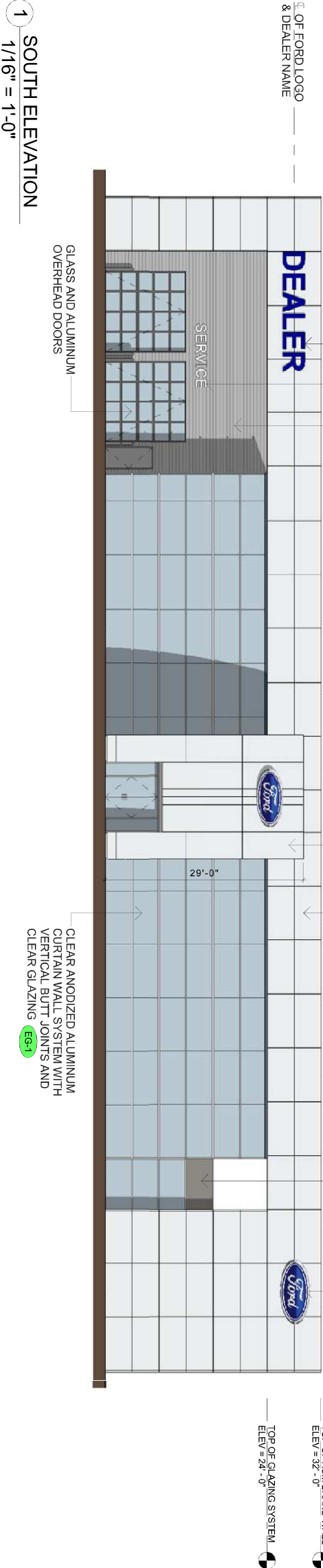
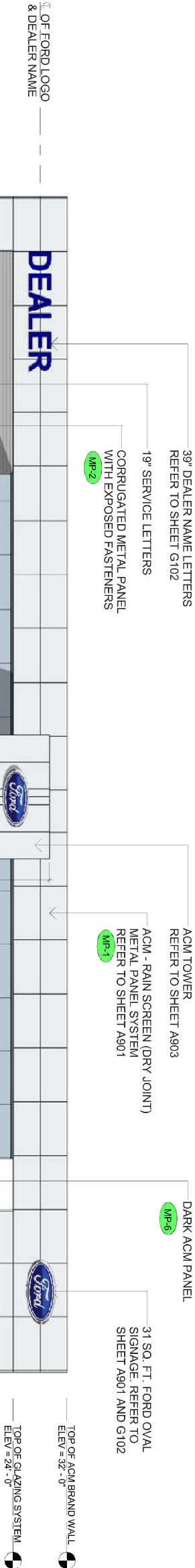
B. Top Lighting: Skylights with translucent diffusers designed into the showroom provide numerous benefits. New sky lighting technologies and systems have eliminated concerns from the past of: water leaks, heat gain, UV exposure and glare.

C. Lighting Controls : Daylighting integration requires specification of an automated lighting control system that dims and balances electric and day lighting to reduce energy costs. Properly designed and long term operation of lighting control systems are essential to provide valuable energy saving to the project long term.

2. **LRV/ Light Reflectance Values** :

Incident or direct light (footcandles) reflecting off of a white surface appears brighter than reflecting off of a darker surface even though, the foot candles are the same. When selecting ceiling, wall and floor finishes, the ford design specifications are to be followed however, you may have options in specification of finishes that offer higher LRV yet still meet the criteria. Professional paint swatch books feature the LRV as a percentage for each color / tint. The higher the LRV the better the perceived brightness. For example: white walls paints should have an LRV of 85-95%. Ceiling tiles should be selected with an LRV of 80-90%.





Prototype Ford 750 PV

Exterior Elevations

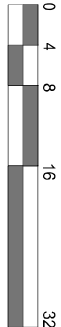
Issue Date:
11.01.2016
Revision Date:
02.15.2018

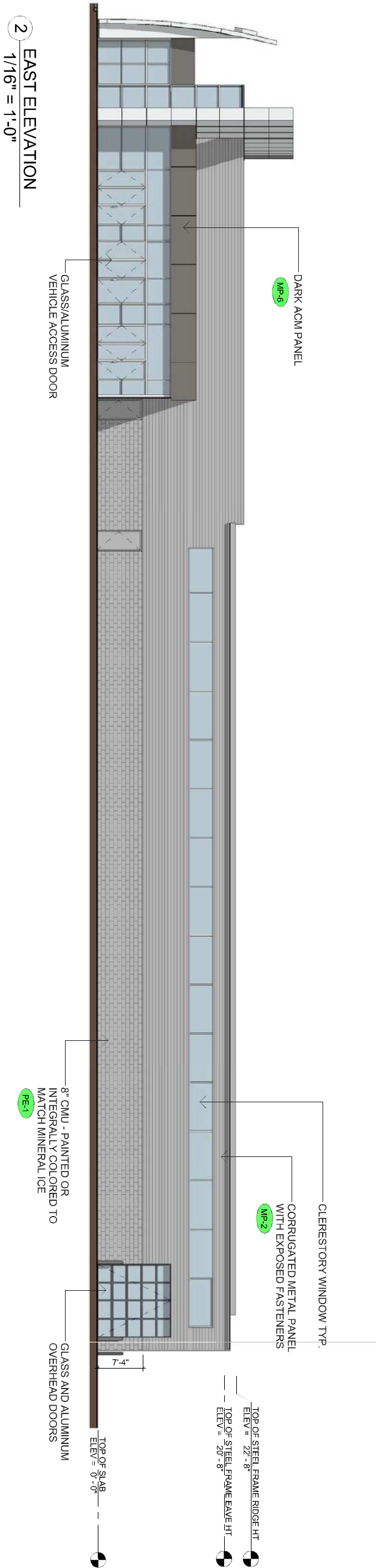
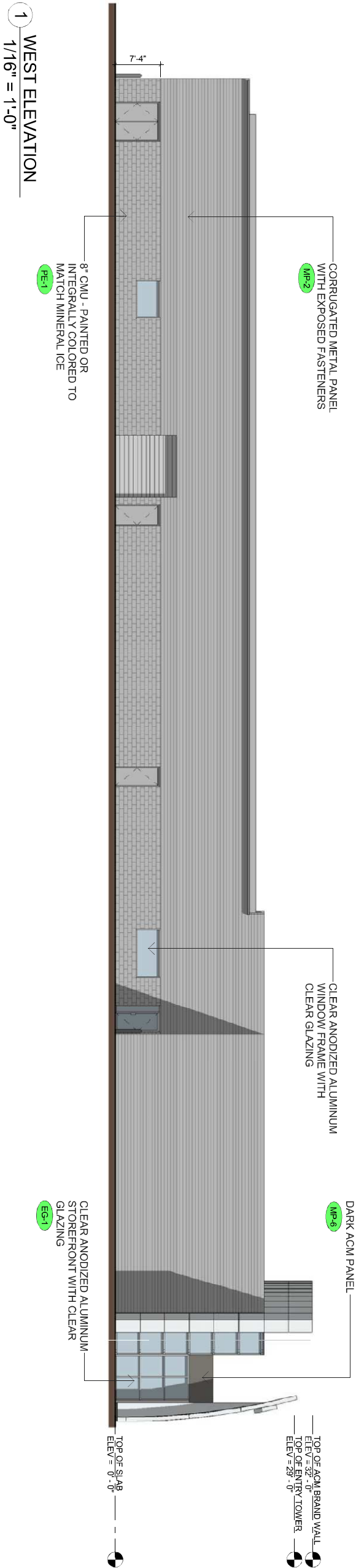
ADDITIONAL PROTOTYPICAL DRAWINGS AND
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SHEET NOTES
1- SEE SHEET M200 FOR EXTERIOR FINISHES
2- SEE G100 SERIES SHEETS FOR EXTERIOR SIGNAGE





Prototype Ford 750 PV

Exterior Elevations

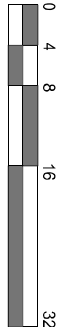
Issue Date:
11.01.2016
Revision Date:
02.15.2018

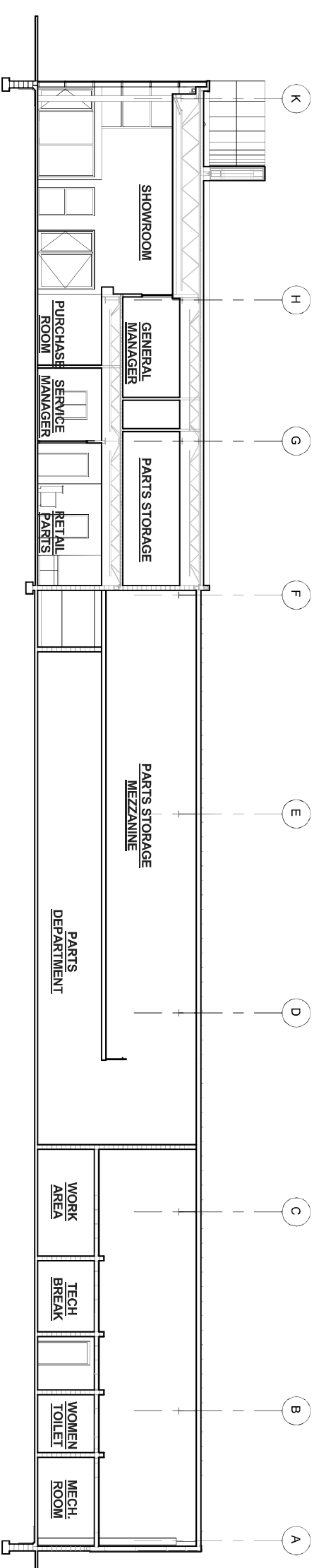
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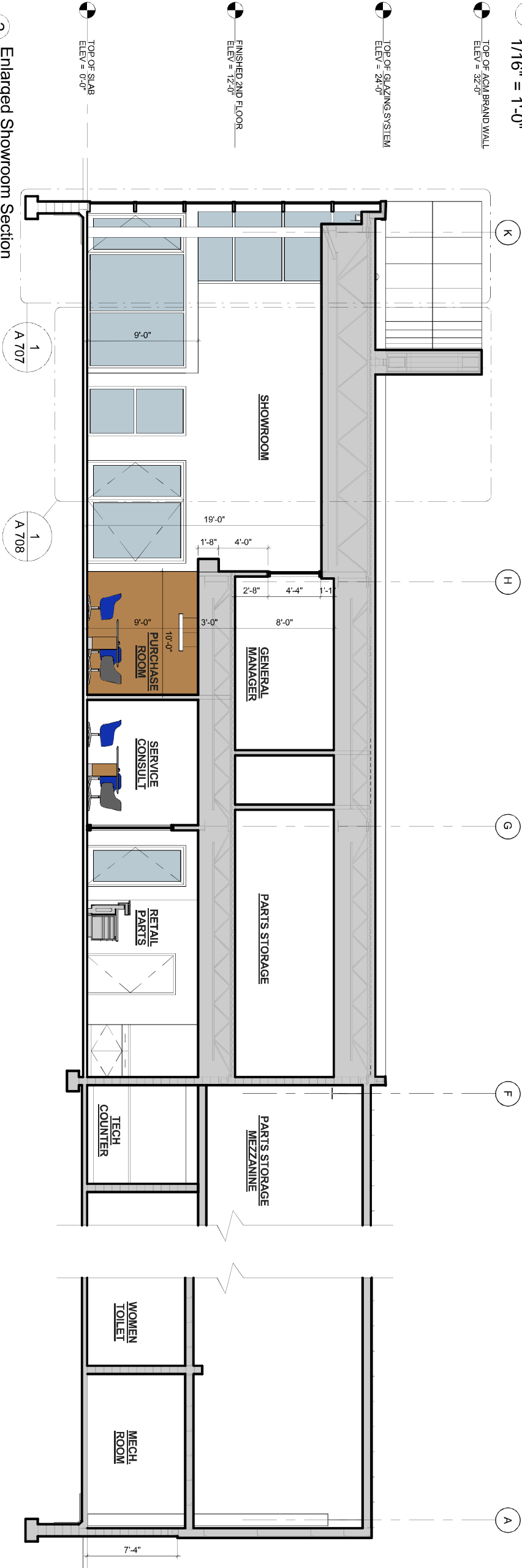
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SHEET NOTES
1- SEE SHEET M200 FOR EXTERIOR FINISHES
2- SEE G100 SERIES SHEETS FOR EXTERIOR SIGNAGE





1 Longitudinal Building Section 2
1/16" = 1'-0"



2 Enlarged Showroom Section
1/8" = 1'-0"

Prototype Ford 750 PV

Building Section - Longitudinal

Issue Date:
11.01.2016
Revision Date:
02.15.2018

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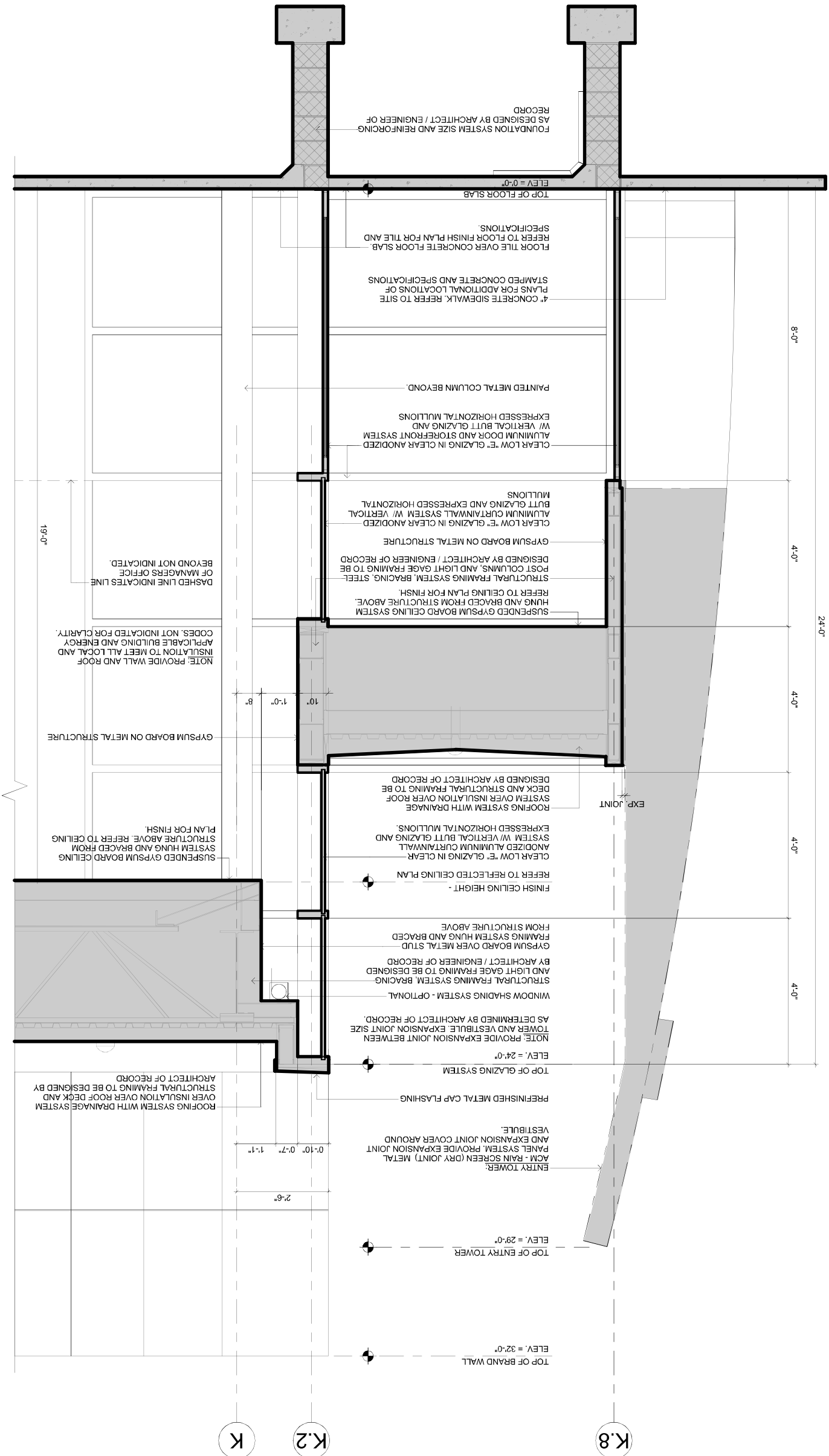


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1
3/8" = 1'-0"

Wall Section - Vestibule and Storefront



Prototype Ford

Wall Section - Vestibule and Storefront



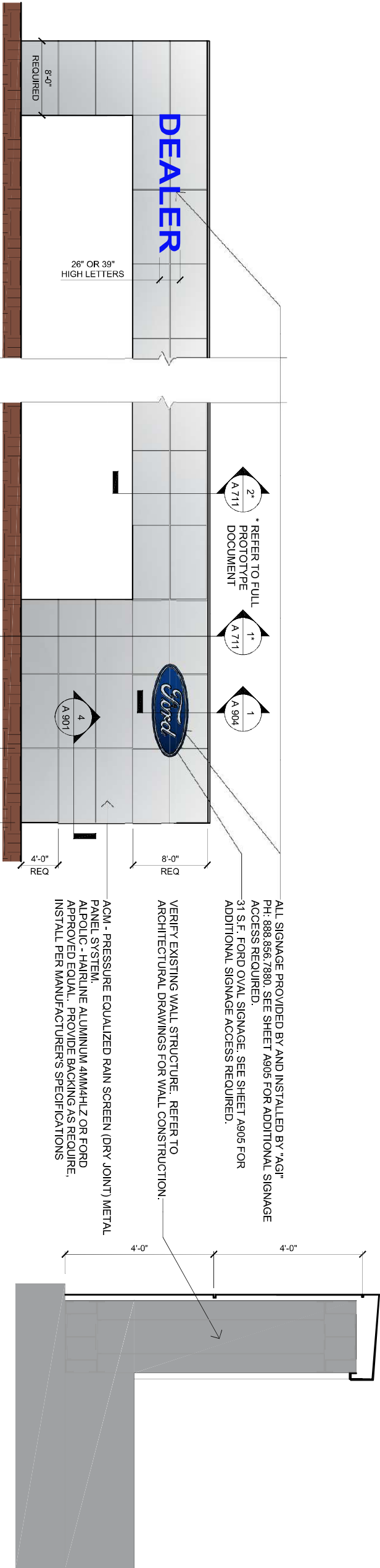
A 706

Issue Date:
11.01.2016
Revision Date:
02.15.2018

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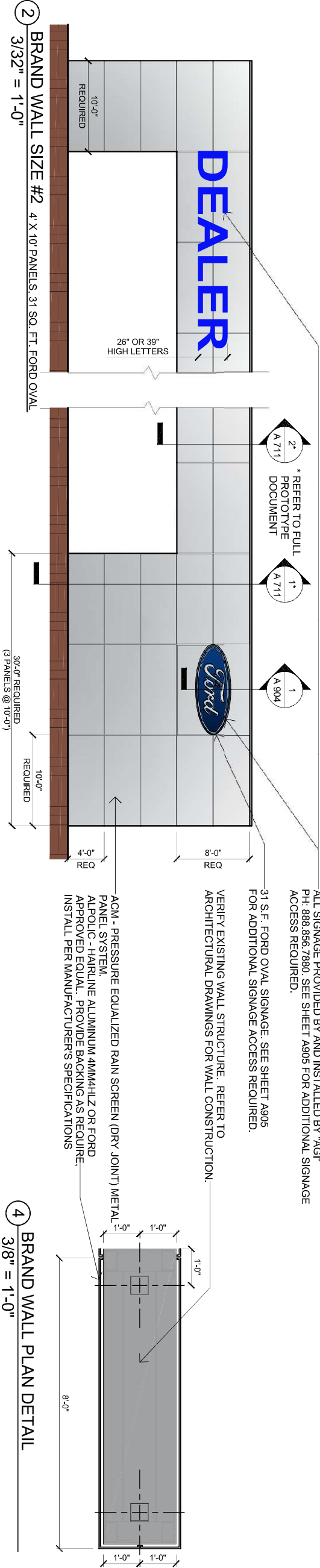


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1 BRAND WALL SIZE #1 4' X 8' PANELS, 31 SQ. FT. FORD OVAL
3/32" = 1'-0"

3 BRAND WALL SECTION
3/8" = 1'-0"



2 BRAND WALL SIZE #2 4' X 10' PANELS, 31 SQ. FT. FORD OVAL
3/32" = 1'-0"

4 BRAND WALL PLAN DETAIL
3/8" = 1'-0"

Prototype Ford Details - Brand Wall

Issue Date:
11.01.2016
Revision Date:
02.15.2018

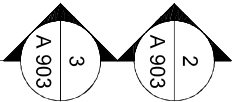
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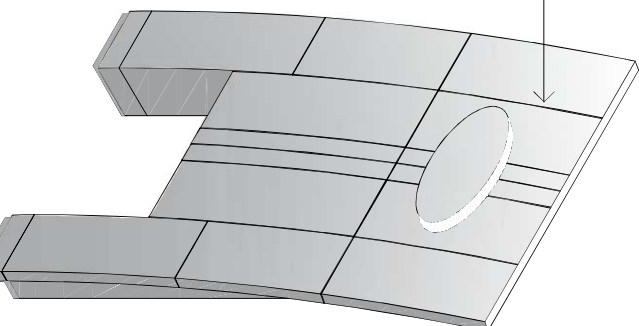
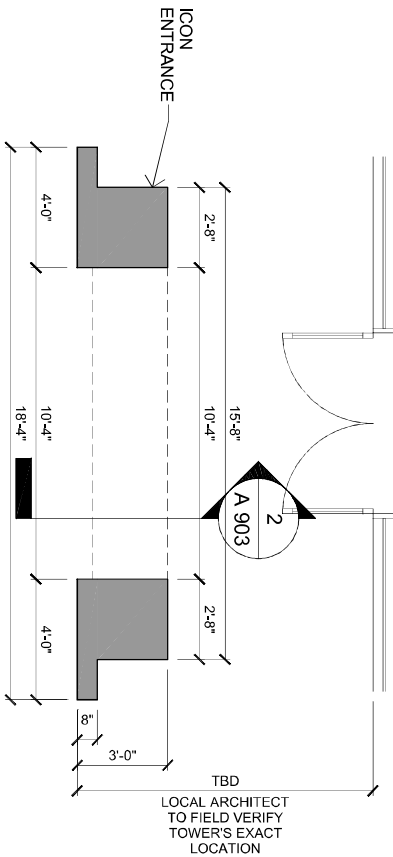
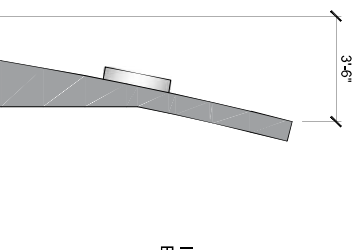
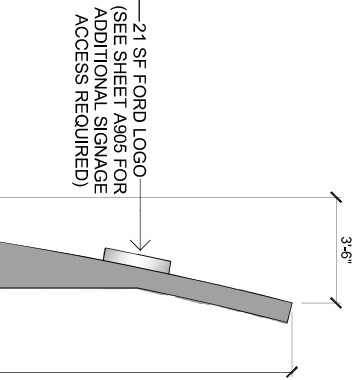
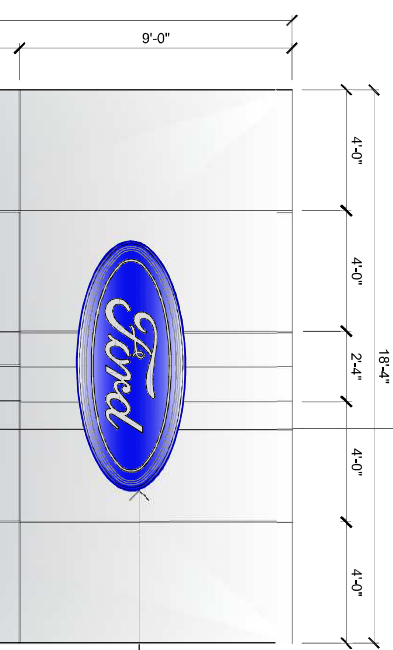
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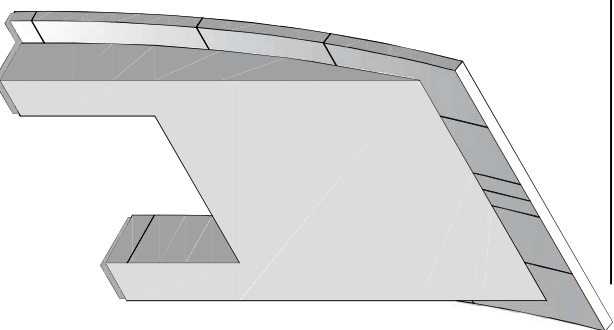
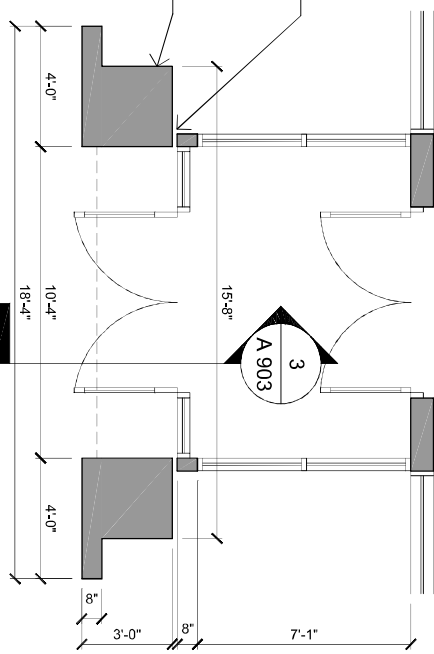
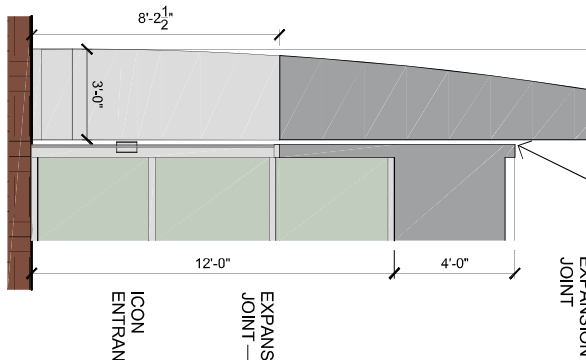
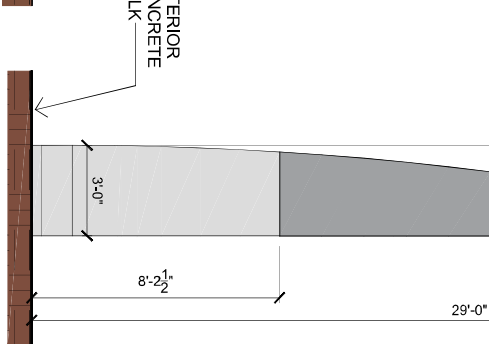
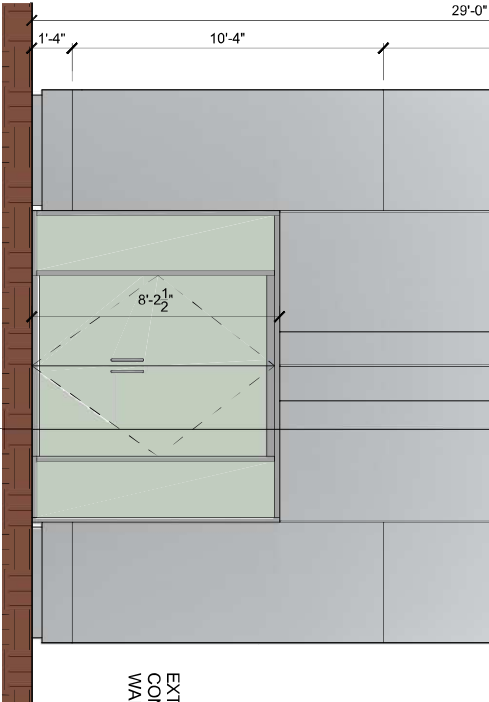
PREFABRICATED TOWER PROVIDED & INSTALLED BY "AGI" PH. 888.856.7880

ALPOLIC 4MM4HLZ
HAIRLINE ALUMINUM



6 29' TOWER PLAN (NO VESTIBULE)
3/16" = 1'-0"

7 3D FORD TOWER 29' FRONT



1 FORD TOWER 29' FRONT
3/16" = 1'-0"

2 TOWER SECTION (NO VESTIBULE)
3/16" = 1'-0"

3 TOWER SECTION (VESTIBULE)
3/16" = 1'-0"

4 29' TOWER PLAN (VESTIBULE)
3/16" = 1'-0"

5 3D FORD TOWER 29' BACK

Prototype Ford Details - Entry Tower - 29'

A 903

Issue Date:
11.01.2016
Revision Date:
02.15.2018

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GENERAL NOTES

- ALL SIGNAGE TO BE PURCHASED THROUGH FORD RETAIL IDENTIFICATION AND INSTALLED BY AGI (888-856-7880).
- DIMENSIONS ARE APPROXIMATE AND PRICES ARE SUBJECT TO CHANGE.



Ford Brand Signs

The Ford Brand signs are designed and engineered to communicate Ford's Brand values of Quality, Green, Safe and Smart. Pole and monument designs are available in a variety of sizes.



Ford Primary Support Signs

Primary Support Signs deliver the greatest visibility for your departments. Choose from a variety of messages such as: Certified Pre-Owned Vehicles, Body Shop, Commercial Vehicle Center and more.

Ford Brand Sign Dimensions*

E C D	Square Footage	200'	130'	100'	73'	60'	50'	31'
	(Width x Height) (25' - 0" x 16' - 0")	(19' - 11" x 0' - 4")	(17' - 5" x 7' - 4")	(14' - 0" x 0' - 4")	(13' - 0" x 0' - 3")	(12' - 0" x 0' - 3")	(9' - 7" x 4' - 3")	
Depth	2' - 0"	2' - 9 1/2"	2' - 8 1/4"	2' - 7 1/4"	2' - 4"	2' - 3"	2' - 2 1/4"	
Pole Height*								
Total Overall Height (Pole and Face)								
12.5'	-	-	-	-	-	-	15' - 11"	
16'	-	-	-	20' - 9"	20' - 3"	19' - 5"		100'
18'	-	-	-	22' - 6"	21' - 11"	21' - 5"	21' - 6"	
20'	-	-	-	24' - 9"	24' - 9"	24' - 3"	-	
25'	-	-	-	30' - 4"	29' - 9"	29' - 3"	-	73'
30'	-	04' - 0"	03' - 0"	-	-	-	-	
35'	-	36' - 9"	35' - 9"	-	-	-	-	
40'	-	42' - 1"	41' - 1"	-	-	-	-	
50'	-	47' - 1"	46' - 1"	-	-	-	-	60'
	60' - 7 3/4"	-	-	-	-	-	-	

Ford Brand Sign Pricing

Oval Size in Sq. Ft.	Standard Column Height	New
200'	50'	\$80,135
	40'	\$43,044
	35'	\$42,253
	30'	\$39,721
130'	28'	\$38,349
	40'	\$41,251
	35'	\$40,459
	30'	\$37,875
100'	28'	\$38,609
	25'	\$32,336
	20'	\$30,542
	18'	\$29,488
73'	Wall Flat	\$121.33
	Monument	\$23,157
	25'	\$28,380
	20'	\$26,270
60'	18'	\$26,111
	Monument	\$22,181
	25'	\$27,717
	20'	\$26,478
50'	18'	\$25,162
	Wall Flat	\$9,643
	Monument	\$20,573
	16'	\$22,788
31'	12.5'	\$22,365
	Wall Flat	\$9,546
	Monument	\$19,731

*Dimensions are approximate and subject to change. Ford Credit offers 3, 4, and 5 year finance options on all signage orders that are \$7,000 or more. Retail Identification Program 2014 | (888) 856 - 7880

Ford Brand Monument Dimensions*

Total Overall Height (Mount and Sign)					
Monument Height	-	-	10' - 1"	6' - 5"	8' - 11"
Ford Brand Wall Flat Dimensions*					
Wall Flat	-	-	14' - 9"	-	12' - 2"
			x 6' - 4"		x 5' - 3"
					x 4' - 3"

Prototype Ford

Ford Brand Signs / Ford Primary Support Signs

Issue Date:
11.01.2016
Revision Date:
02.15.2018

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Ford Primary Support Sign Pricing

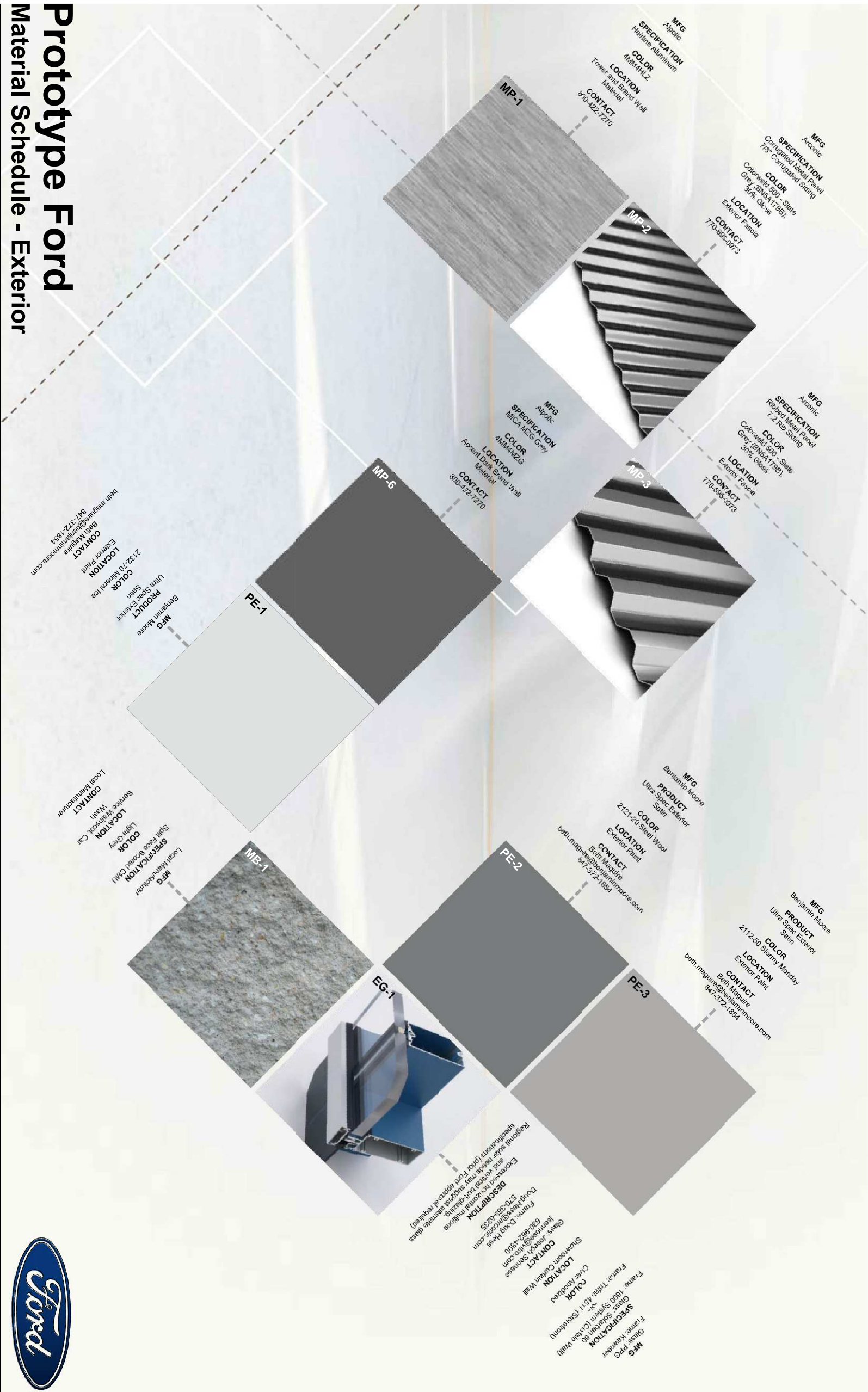
Box Size in Sq. Ft.	Standard Column Height	New
60'	25'	\$32,236
	20'	\$30,701
	18'	\$30,701
	Wall Flat	\$11,806
31'	Monument	\$24,423
	16'	\$24,856
	12.5'	\$24,160
	Wall Flat	\$10,550
25.0	Monument	\$20,203

Ford Primary Support Monument Dimensions*

Monument Height*	Height Options (Column and Sign)	
25.0	9' - 5"	7' - 12"

*Dimensions are approximate and subject to change. Ford Credit offers 3, 4, and 5 year finance options on all signage orders that are \$7,000 or more. Retail Identification Program 2014 | (888) 856 - 7880





RENDERING GENERAL NOTE

NOTE: ALL RENDERINGS SHOWN THROUGHOUT
DOCUMENT ARE FOR DESIGN INTENT ONLY. REFER TO
DRAWINGS FOR SPECIFIC DETAILS AND SPECIFICATIONS.

**FORD LAND**

Dealership Facility Design

330 TOWN CENTER DRIVE
SUITE 100
DOWNSBORO, OHIO 43021
481.762.2728
USA




RIGHT SIDE



LEFT SIDE

BUILDING VIEWS
NOT TO SCALE


LINCOLN

**LINCOLN
VITRINE
PROTOTYPE**

THREE CAR RUNWAY
ONE STORY PROTOTYPE

DATE	DESCRIPTION
12/23/16	ISSUED DATE
02/15/18	REVISION

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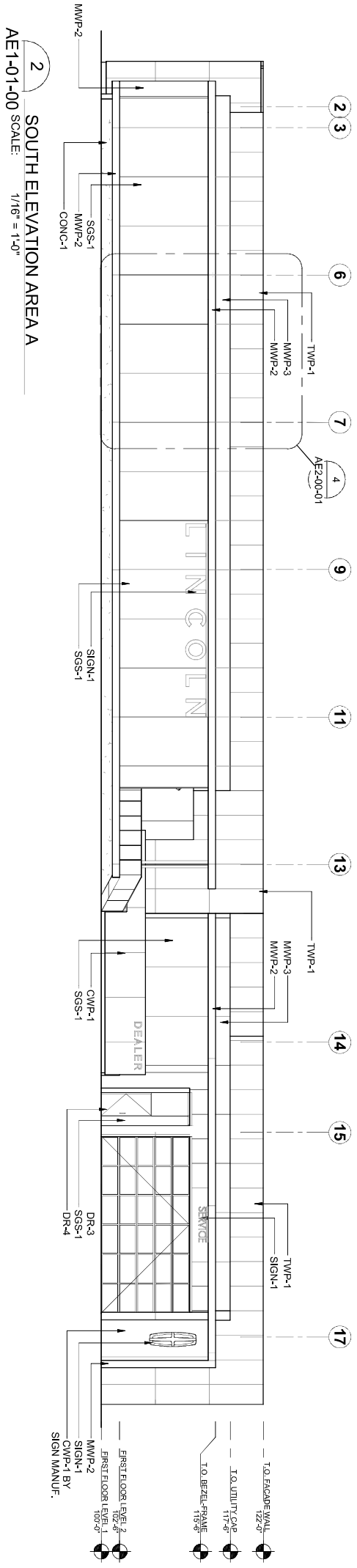
Prototypical drawings and details for the
Lincoln Vitrine Design can be found at
WWW.LINCOLNVITRINEDESIGN.COM

SHEET TITLE

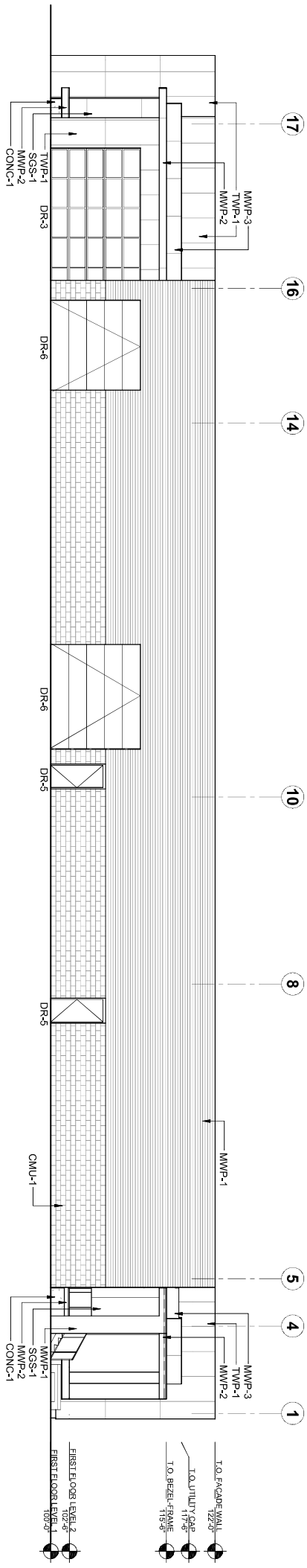
EXTERIOR RENDERINGS

SHEET NUMBER

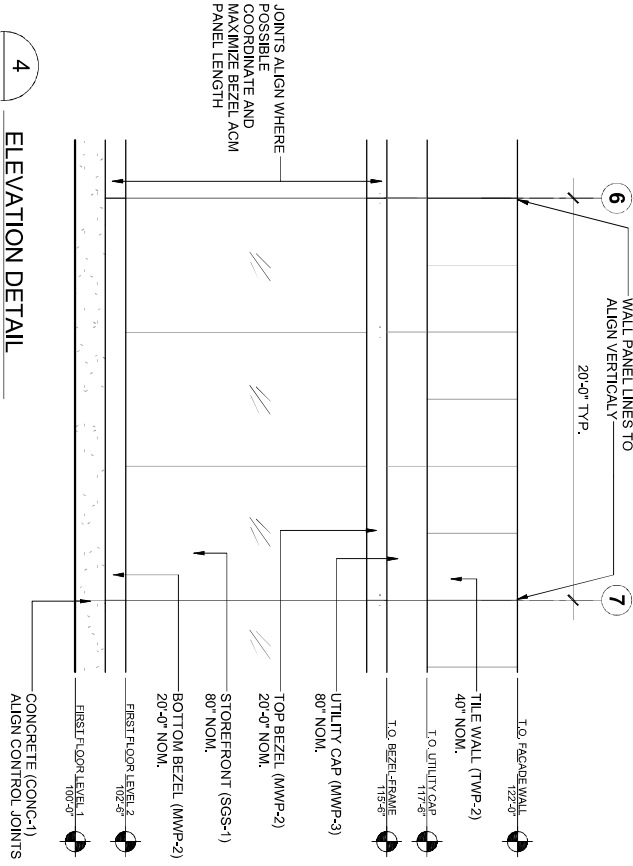
AE1-00-00



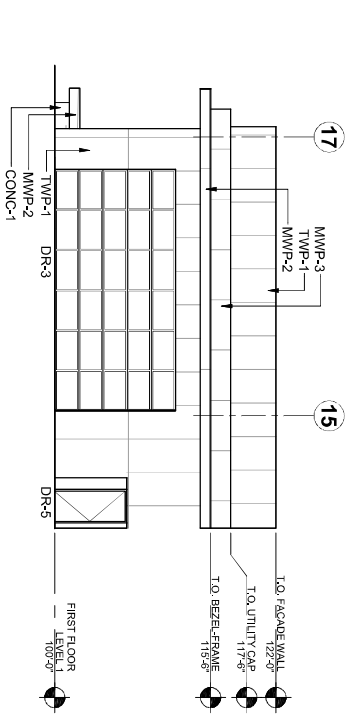
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AE1-01-00 SCALE: 1/16" = 1'-0"



1 NORTH ELEVATION 01
AE1-01-00 SCALE: 1/16" = 1'-0"



4 ELEVATION DETAIL
AE2-00-01 SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION 02
AE1-01-00 SCALE: 1/16" = 1'-0"

EXTERIOR MATERIALS LEGEND

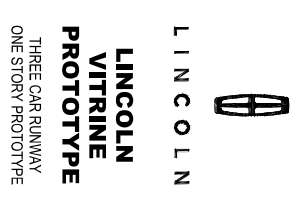
- CONCRETE MASONRY UNIT
- CMU-1
- EXPOSED CONCRETE
- CONC-1
- METAL WALL PANEL
- MMP-1
- MMP-2
- MMP-3
- TILE WALL PANEL
- TWP-1
- COMPOSITE WALL PANEL
- CWP-1
- STOREFRONT
- SGS-1
- DOORS
- DR-1
- DR-2A
- DR-2B
- DR-3
- DR-4
- DR-5
- DR-6
- SIGNAGE
- SIGN-1
- BUILDING SIGNAGE

DATE	DESCRIPTION
12/23/16	ISSUED DATE
02/15/18	REVISION

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Prototypical drawings and details for the Lincoln Vitrine Design can be found at WWW.LINCOLNVITRINEDESIGN.COM

SHEET TITLE
ARCHITECTURAL BUILDING ELEVATIONS
SHEET NUMBER
AE2-00-01



EXTERIOR
MATERIALS
LEGEND

CONCRETE MASONRY UNIT

CMU-1

EXPOSED CONCRETE

CONC-1

METAL WALL PANEL

MWP-1

MWP-2

MWP-3

TILE WALL PANEL

TWP-1

COMPOSITE WALL PANEL

CWP-1

STOREFRONT

SGS-1

DOORS

DR-1
AUTOMATIC SLIDING
DOOR SYSTEM

DR-2A
FOLDING GLASS
DOOR SYSTEM

DR-2B
FOLDING GLASS
DOOR SYSTEM

DR-3
GLASS SECTIONAL
OVERHEAD DOOR

DR-4
GLASS ENTRY DOOR

DR-5
UTILITY MAN DOOR

DR-6
OVERHEAD DOOR

SGN-1
BUILDING SIGNAGE



L I N C O L N

LINCOLN
VITRINE
PROTOTYPE

THREE CAR RUNWAY
ONE STORY PROTOTYPE

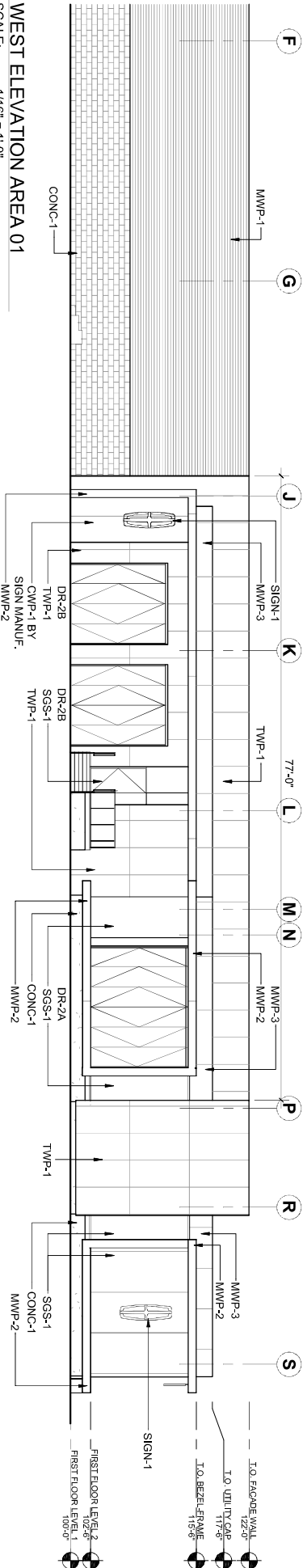
DATE	DESCRIPTION
12/23/16	ISSUED DATE
02/15/18	REVISION

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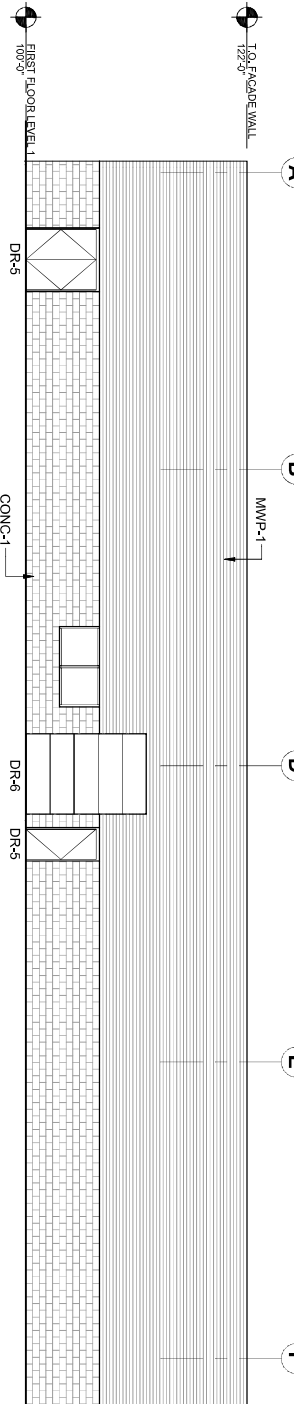
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SHEET TITLE
ARCHITECTURAL BUILDING
ELEVATIONS

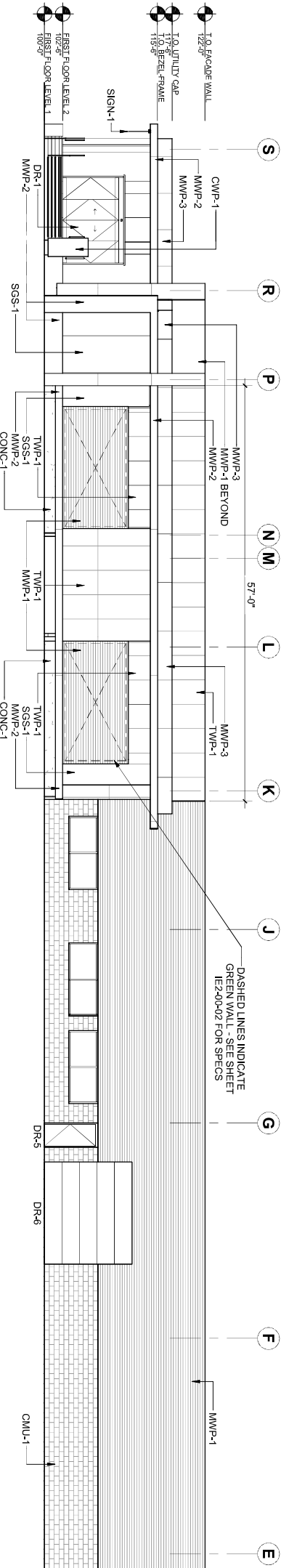
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AE2-00-02



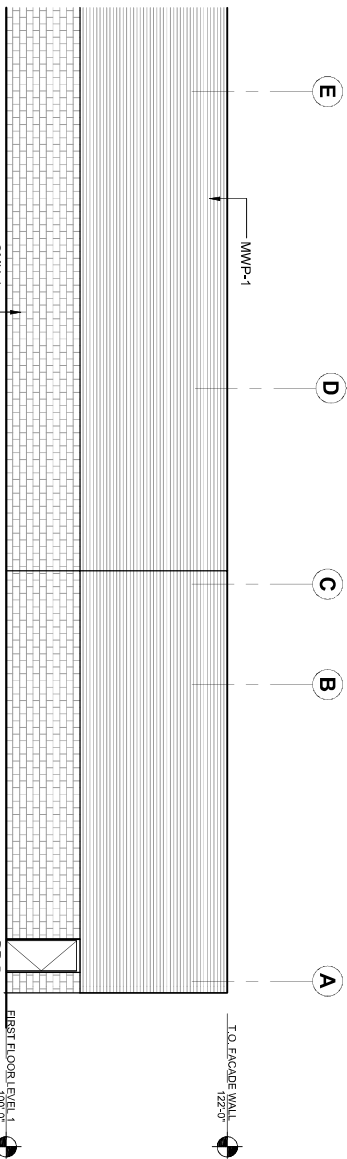
3 WEST ELEVATION AREA 01
AE1-01-00 SCALE: 1/16" = 1'-0"



4 WEST ELEVATION 02
AE1-01-00 SCALE: 1/16" = 1'-0"




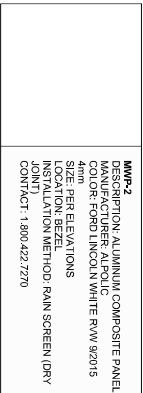
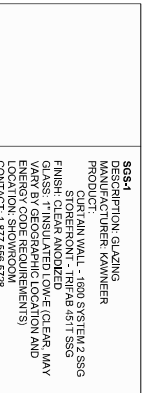







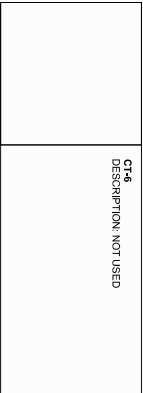

1 EAST ELEVATION 01
AE1-01-00 SCALE: 1/16" = 1'-0"



2 EAST ELEVATION DETAIL 02
AE2-00-01 SCALE: 1/8" = 1'-0"

EXTERIOR MATERIALS LEGEND

FACADE WALL	
	FW-1 DESCRIPTION: PORCELAIN TILE WALL CLADDING MANUFACTURER: TRANSERAMICA PRODUCT: VITRINE COLOR: LINCOLN PEARL ATTACHMENT: RAINSCREEN SYSTEM FINISH: MATTED EDGE CORNER DETAIL VENO ORIENTATION: VERTICAL CONTACT: 312-242-4689
WALL SYSTEM	
	CWP-1 DESCRIPTION: COMPOSITE WALL PANEL MANUFACTURER: METEON PRODUCT: WENGE (MW09) SATIN COLOR: WENGE (MW09) SATIN LOCATION: STAR WALL, DEALER WALL GRAIN DIRECTION: VERTICAL OUTSIDE CORNERS: FLETED CORNERS CONTACT: 1-800-422-7270 K.BELLINGER@RESPA.COM
UTILITY CAR CLADDING	
	UMP-3 DESCRIPTION: ALUMINUM COMPOSITE PANEL MANUFACTURER: ALPOLIC PRODUCT: FORD LINCOLN WHITE RW 92015 COLOR: FORD LINCOLN WHITE RW 92015 SIZE: PER ELEVATIONS LOCATION: UTILITY CAR ONLY INSTALLATION METHOD: RAIN SCREEN JOINT CONTACT: 1-800-422-7270
BEZEL CLADDING	
	UMP-3 DESCRIPTION: ALUMINUM COMPOSITE PANEL MANUFACTURER: ALPOLIC PRODUCT: FORD LINCOLN WHITE RW 92015 COLOR: FORD LINCOLN WHITE RW 92015 SIZE: PER ELEVATIONS LOCATION: UTILITY CAR ONLY INSTALLATION METHOD: RAIN SCREEN JOINT CONTACT: 1-800-422-7270
SHOWROOM GLASS	
	SGS-1 DESCRIPTION: GLAZING MANUFACTURER: THERMO PRODUCT: THERMO THERMOR GLASS TYPE: LOW E FINISH: CLEAR ANODIZED LOCATION: SHOWROOM ENERGY CODE REQUIREMENT(S) CONTACT: 1-877-595-5728
MASONRY BLOCK	
	CMU-1 DESCRIPTION: CONCRETE MASONRY UNIT MANUFACTURER: THERMO PRODUCT: INTEGRAL COLOR SBT 1 FACE CENTER SCORED SIZE: 8" X 8" X 16" LOCATION: SERVICE WAINSCOT CAR WASH
CORRUGATED METAL PANEL	
	AMP-1 DESCRIPTION: CORRUGATED METAL PANEL MANUFACTURER: ARCONIC PRODUCT: 78" CORRUGATED SIDING STRUCTURAL TO COORDINATE WITH COLOR: COLORWELD 900 - OYSTER WHITE LOCATION: EXTERIOR ASCA CONTACT: 1-755-859-9772

EXPOSED CONCRETE / CONCRETE STAIN	
	CONC-1 DESCRIPTION: EXPOSED CONCRETE FOUNDATION WALL COLOR: STAINED TO MATCH CWP-1
PAINT	
	PNT-4 DESCRIPTION: EXTERIOR PAINT MANUFACTURER: BERNARDINI MOORE PRODUCT: EXTERIOR PAINT COLOR: AC-26 DARK SHADOWS LOCATION: TWO-STORY SHOWROOMS CONTACT: 1-800-441-9855
SERVICE RECEPTION TILE	
	CT-4 DESCRIPTION: SERVICE RECEPTION TILE MANUFACTURER: DAL TILE PRODUCT: EVER COLOR: LEATH EVO5 FINISH: TEXTURED LOCATION: SERVICE RECEPTION LANES CONTACT: 1-800-422-7270 GROUT: CBP 335 WINTER GRAY
SERVICE RECEPTION TILE	
	CT-6 DESCRIPTION: NOT USED
OUTDOOR PLAZA TILE	
	CT-7 DESCRIPTION: PLAZA MANUFACTURER: DAL TILE PRODUCT: EVER SIZE: 24" X 24" FINISH: TEXTURED LOCATION: BUILDING ENTRANCE CONTACT: 1-800-422-7270 GROUT: CBP 362 BONE

EXTERIOR FINISH GENERAL NOTES

1. ARCHITECT OF RECORD TO VERIFY ALL EXISTING BUILDING CONDITIONS.
2. MATERIALS SHALL BE INSTALLED WITH THE GRAIN IN THE VERTICAL DIRECTION.



L I N C O L N
LINCOLN
VITRINE
PROTOTYPE
THREE CAR RUNWAY
ONE STORY PROTOTYPE

DATE	DESCRIPTION
12/23/16	ISSUED DATE
02/15/18	REVISION

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SHEET TITLE
EXTERIOR FINISH MATERIALS
SHEET NUMBER
AE2-00-04



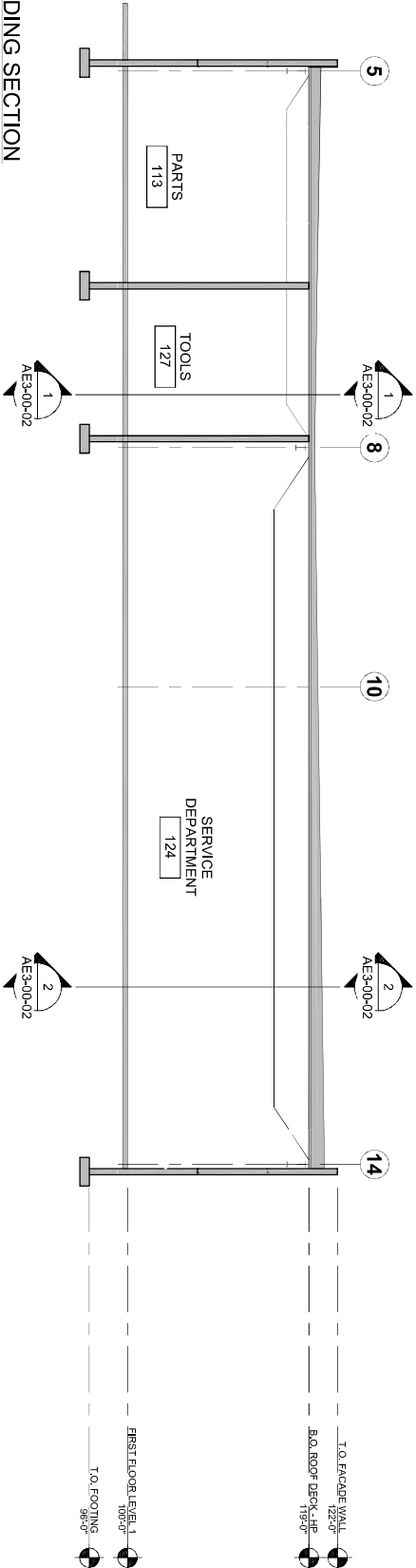
LINCOLN
VITRINE
PROTOTYPE
THREE CAR RUNWAY
ONE STORY PROTOTYPE

DATE	DESCRIPTION
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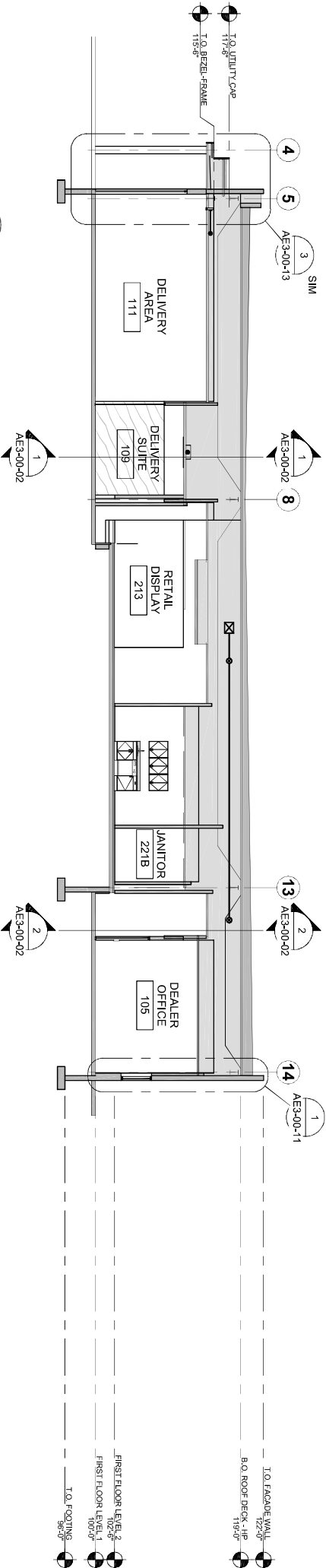
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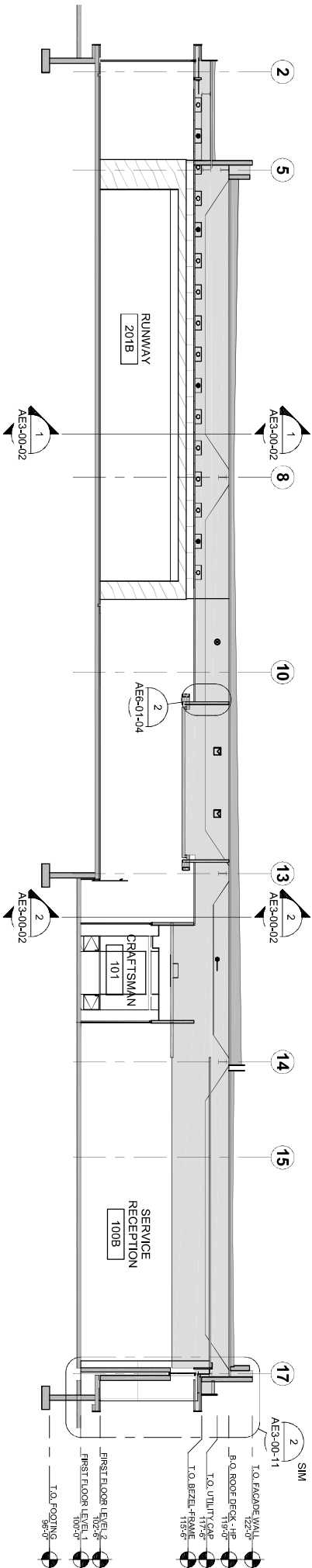
SHEET TITLE
ARCHITECTURAL BUILDING
SECTIONS
SHEET NUMBER
AE3-00-01



3 BUILDING SECTION
AE1-01/00 SCALE: 1/16" = 1'-0"



2 BUILDING SECTION
AE1-01/00 SCALE: 1/16" = 1'-0"



1 BUILDING SECTION
AE1-01/00 SCALE: 1/16" = 1'-0"

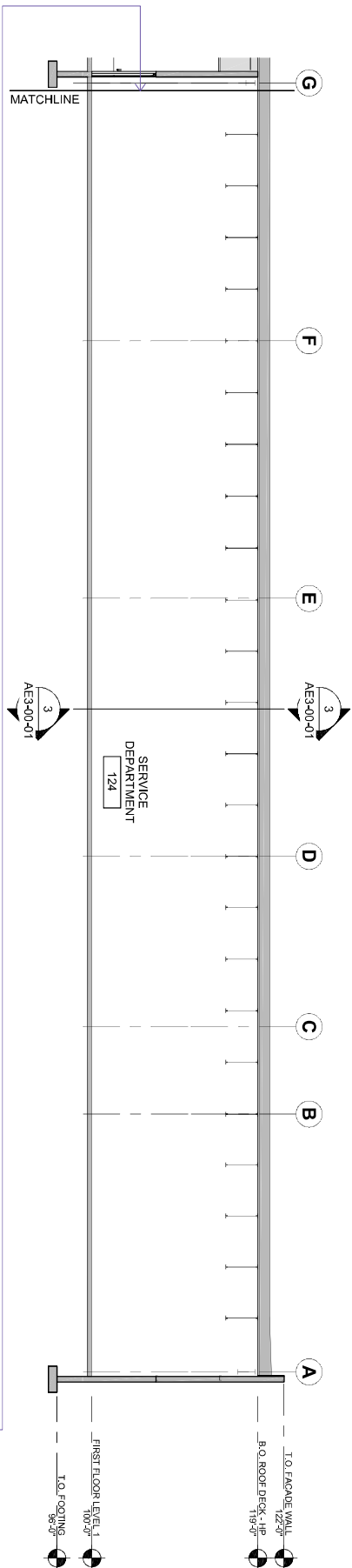
LINCOLN
**LINCOLN
VITRINE
PROTOTYPE**
THREE CAR RUNWAY
ONE STORY PROTOTYPE

DATE	DESCRIPTION
12/23/16	ISSUED DATE
02/15/18	REVISION

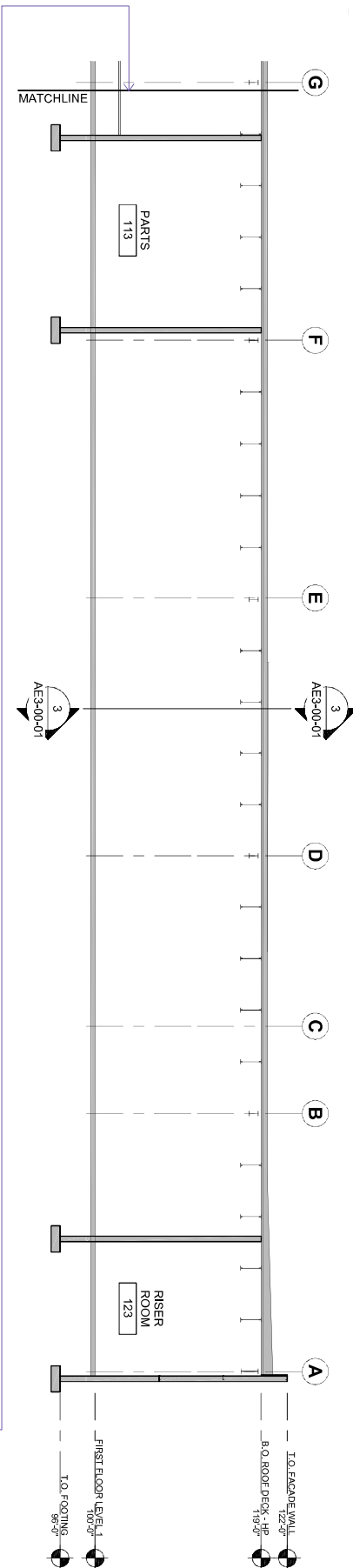
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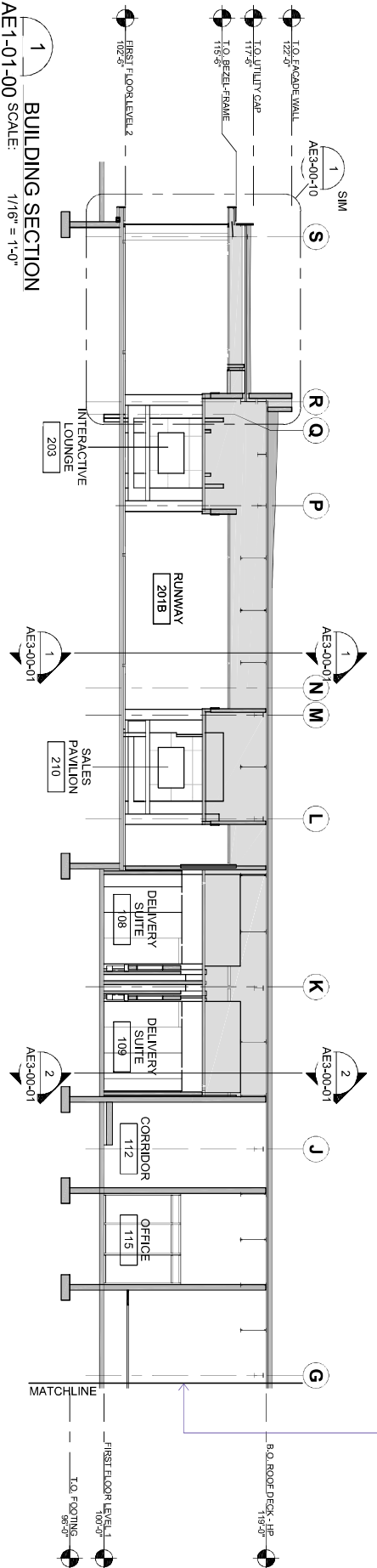
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ARCHITECTURAL BUILDING
SECTIONS
SHEET NUMBER
AE3-00-02

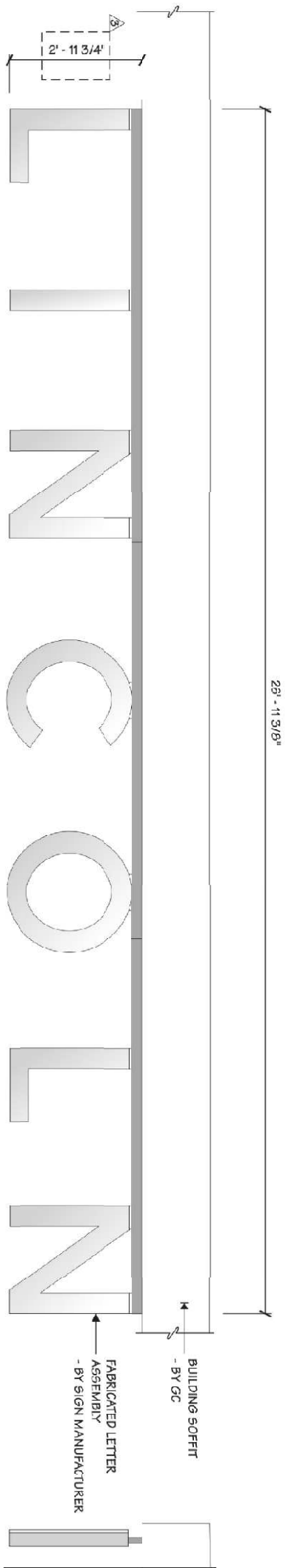


2 BUILDING SECTION
AE1-R1-00 SCALE: 1/16" = 1'-0"



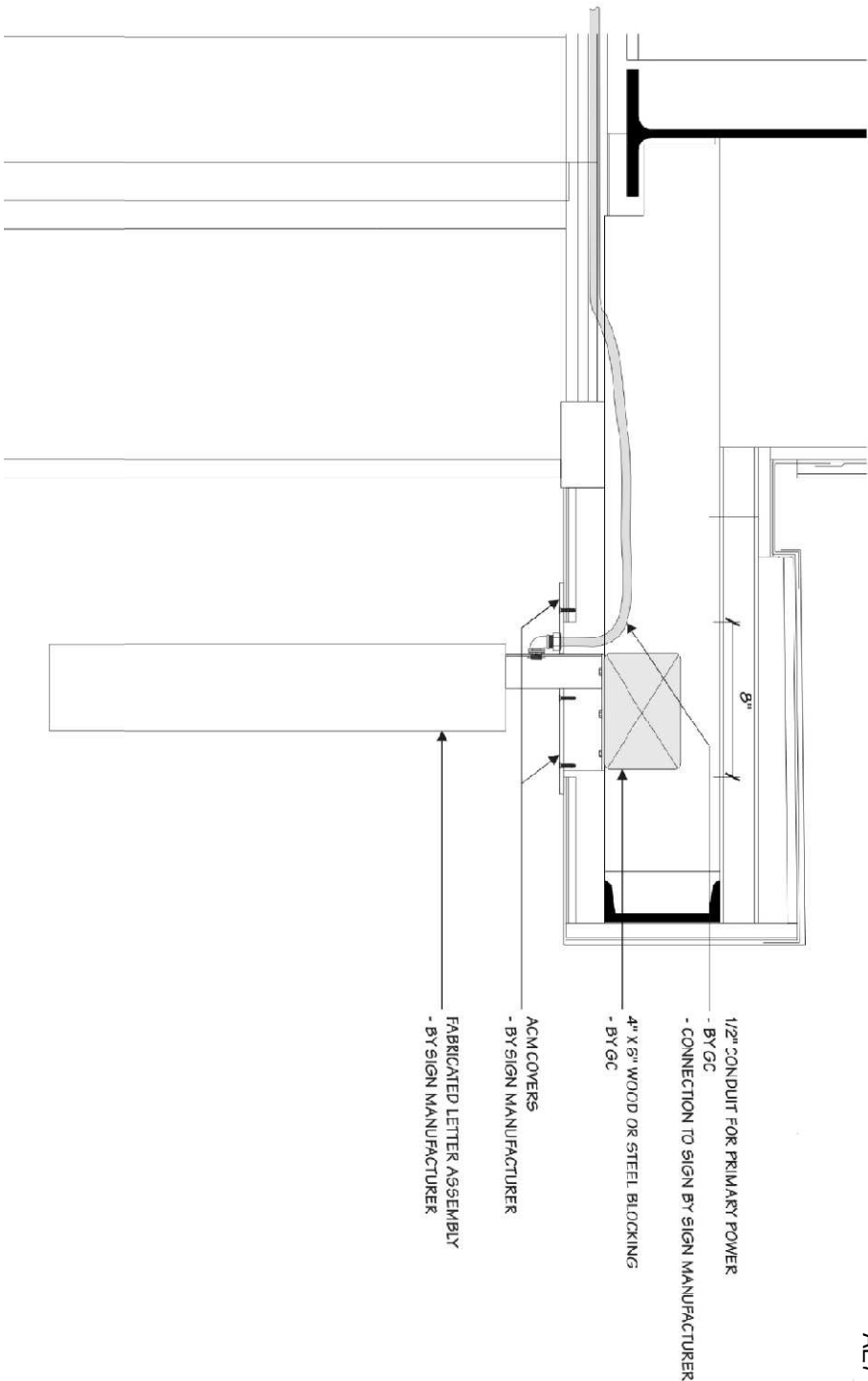
1 BUILDING SECTION
AE1-01-00 SCALE: 1/16" = 1'-0"





1
'LINCOLN' LETTERS ELEVATION
AE7-01-00 SCALE: 3/8" = 1'-0"

2
SIDE ELEVATION
AE7-01-00 SCALE: 3/8" = 1'-0"



3
'LINCOLN' LETTERS SECTION
AE7-01-00 SCALE: 1/8" = 1'-0"

COORDINATE DETAILS WITH AGI



L I N C O L N

LINCOLN
VITRINE
PROTOTYPE

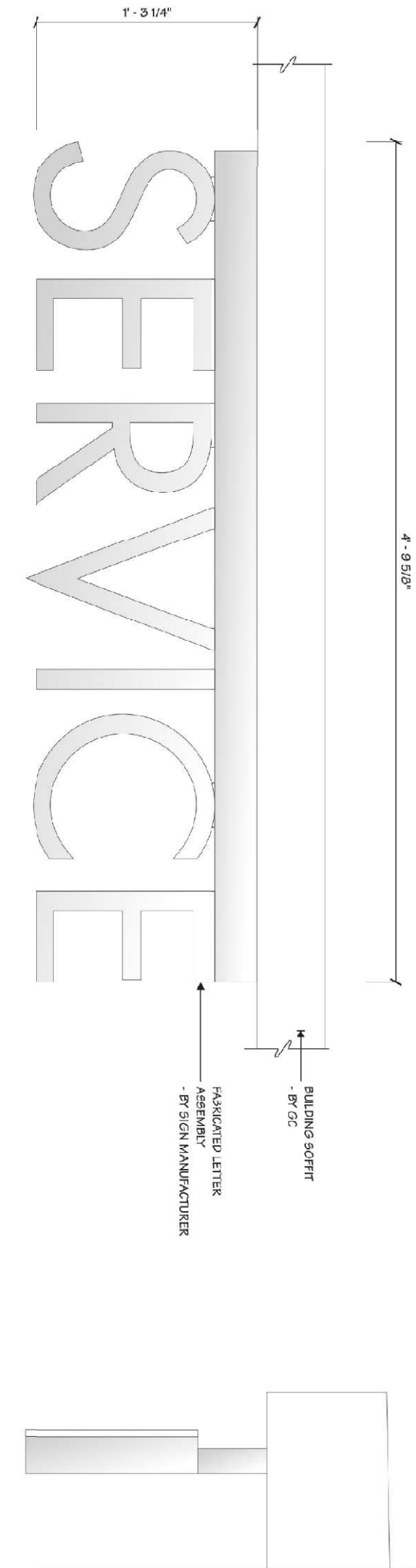
THREE CAR RUNWAY
ONE STORY PROTOTYPE

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02/15/18	REVISION

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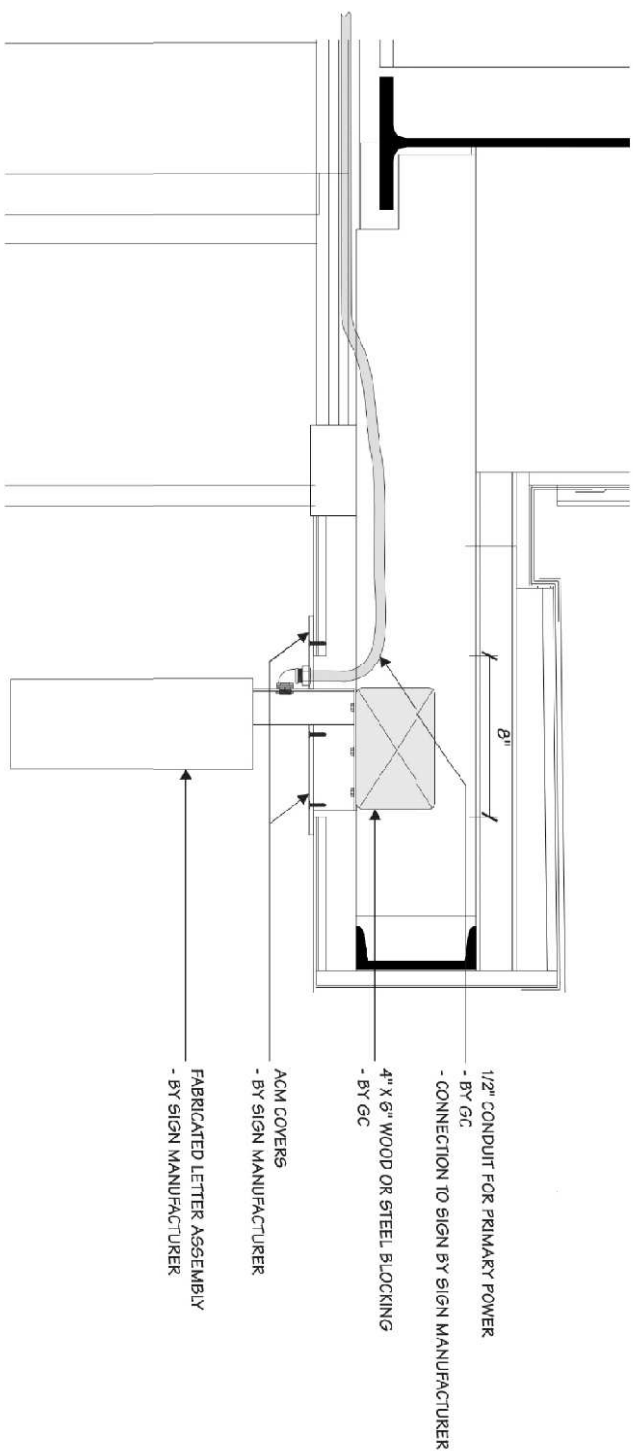
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SHEET TITLE
ARCHITECTURAL SIGNAGE - 'LINCOLN' LETTERS DETAILS
SHEET NUMBER
AE7-01-00



1 'SERVICE' LETTERS ELEVATION
AE7-01-01 SCALE: 1/8" = 1'-0"

2 SIDE ELEVATION
AE7-01-01 SCALE: 1/8" = 1'-0"




3 'SERVICE' LETTERS SECTION
AE7-01-01 SCALE: 1/8" = 1'-0"

COORDINATE DETAILS WITH AGI

DATE	DESCRIPTION
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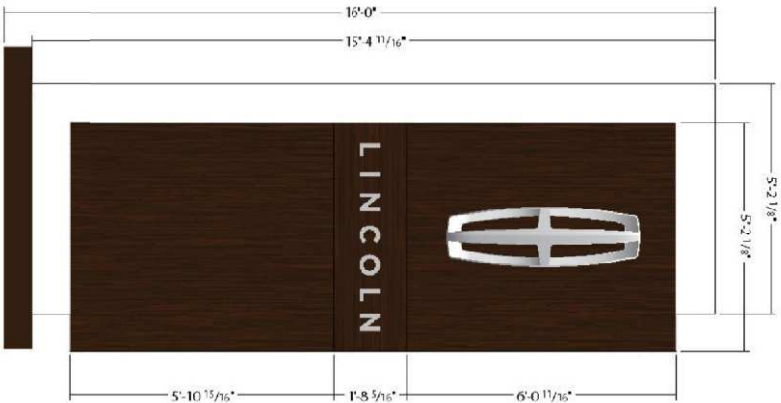

L I N C O L N
**LINCOLN
VITRINE
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THREE CAR RUNWAY
ONE STORY PROTOTYPE

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SHEET TITLE
ARCHITECTURAL
SIGNAGE - LINCOLN BRAND
SIGNS
SHEET NUMBER
AE7-01-04



BRAND SIGNS

COORDINATE DETAILS WITH AGI

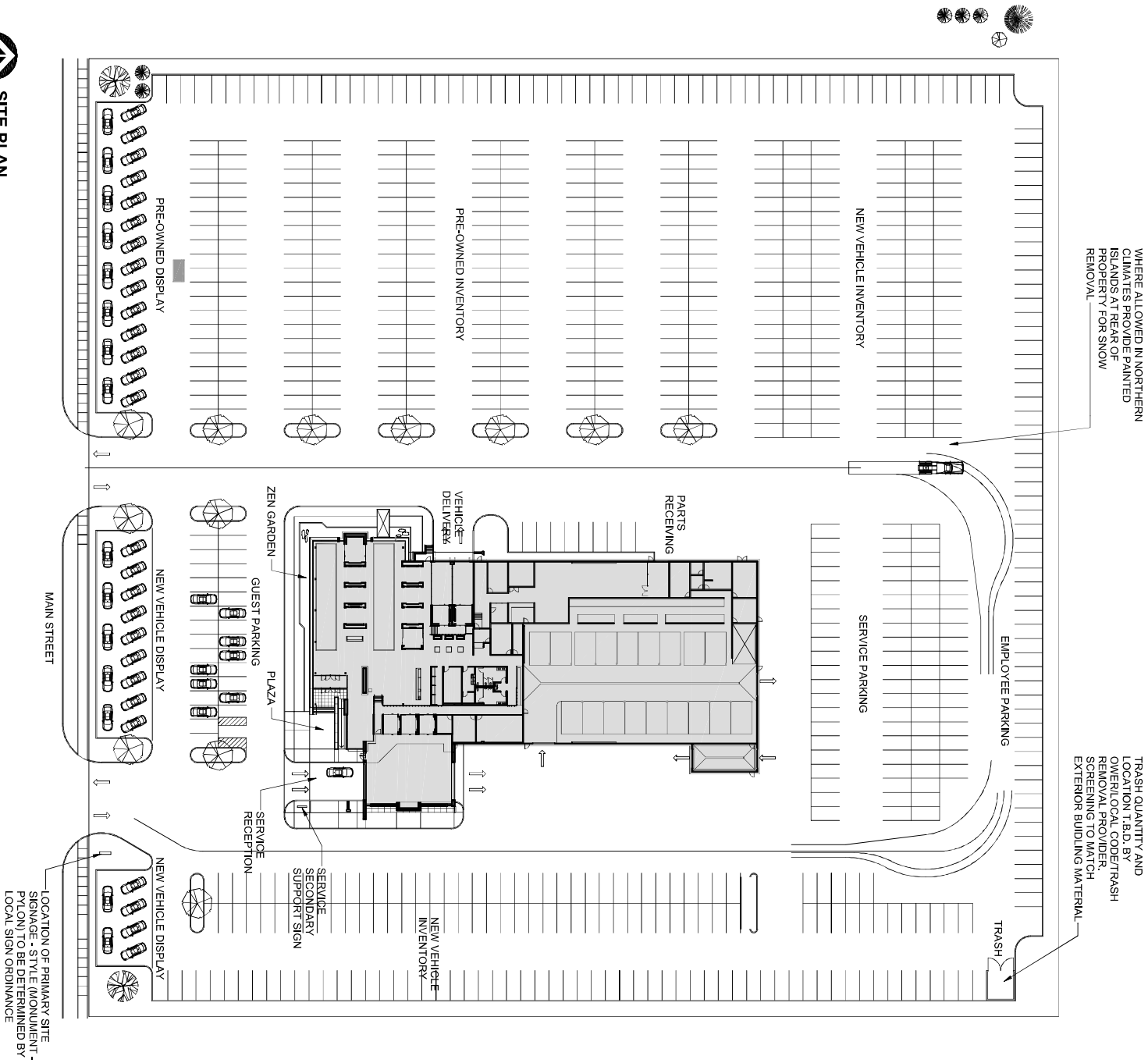
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SITE PLAN GENERAL NOTES

1. SITE PLAN SHOWN FOR REFERENCE ONLY. ARCHITECT OF RECORD TO REVIEW LOCAL ZONING CODE AND EXISTING SITE CONDITIONS AND PREPARE A SITE SPECIFIC PLAN FOR REVIEW AND APPROVAL BY FORD LAND.
2. ARCHITECT OF RECORD TO VERIFY ALL EXISTING BUILDING CONDITIONS AND IDENTIFY ANY POTENTIAL ISSUES OF CONCERN WITH FORD LAND. IF DESIGN IS EFFECTED.
3. SITE SHOWN BASED ON TOTAL LINCOLN PLANNING VOLUME (PV) OF 750.
GROSS LAND 8.42 ACRES
NET USABLE LAND 5.94 ACRES
(SITE CIRCULATION & LANDSCAPE AREAS (INCLUDING STORMWATER DETENTION) ARE NOT INCLUDED IN NET USABLE LAND



THE FOLLOWING INFORMATION SHOULD BE UTILIZED TO FAMILIARIZE OWNERS WITH THE BENEFITS (FINANCIAL, AND OTHERWISE) OF GOOD LIGHTING DESIGN. PLEASE ALSO REFER TO THE DRAWING NOTES THROUGHOUT FOR VARIOUS DESIGN-SPECIFIC INFORMATION.

FIVE ESSENTIAL ASPECTS FOR SUCCESSFUL LIGHTING:

1. CREATIVE LIGHTING METHODOLOGIES:
UTILIZE THE NEWEST LIGHTING METHODS AS ESTABLISHED BY NATIONAL LIGHTING PROFESSIONAL ORGANIZATIONS. THE IES AND IALD TO MEET PROJECT GOALS AND OBJECTIVES.
2. PROFESSIONAL DESIGN SPECIFICATIONS:
PROVIDE WELL-WRITTEN PERFORMANCE SPECIFICATIONS BASED ON THE DESIGN SOLUTIONS TO MEET THE DESIGN TEAM'S GOALS.
3. COMPLIANCE WITH LIGHTING SPECIFICATIONS:
IT IS IMPORTANT FOR LIGHTING SUPPLIERS TO READ, UNDERSTAND, AND COMPLY WITH THE DESIGN SPECIFICATIONS TO AID THE PROJECT OWNER IN ACHIEVING THE DESIRED GOALS.
4. COMMISSIONING:
ONCE THE LIGHTING IS INSTALLED, INDEPENDENT COMMISSIONING OF THE LIGHTING SYSTEM IS IMPORTANT TO VERIFY THAT THE LIGHTING MEETS THE PERFORMANCE SPECIFICATIONS AND ALL SYSTEMS ARE OPERATING PROPERLY. COMMISSIONING PROTECTS THE OWNERS INTEREST TO BE SURE THAT THE INSTALLATION COMPLIES WITH THE LIGHTING SPECIFICATIONS.
5. MAINTENANCE AND OPERATION:
AFTER THE SYSTEM IS COMMISSIONED AND VERIFIED, TRAINING FOR USERS AND MAINTENANCE STAFF WILL HELP ASSURE THAT THE LIGHTING QUALITY AND ENERGY SAVINGS ARE MAINTAINED AFTER CONSTRUCTION COMPLETION. IF USERS OR MAINTENANCE PERSONNEL ARE NOT INFORMED PROPERLY, THE COST SAVINGS AND VISUAL BENEFIT OF THE LIGHTING SYSTEM DESIGN COULD BE REDUCED OVER TIME.

OTHER LIGHTING CONSIDERATIONS:

PERCEIVED BRIGHTNESS: A SHOWROOM THAT HAS A HIGHER PERCEPTION OF BRIGHTNESS IS AN ASSET TO SALES. BELOW ARE LISTED IMPORTANT CONSIDERATIONS TO ACHIEVE THIS GOAL.

1. DAYLIGHT CONTROL:
OUTDOOR LIGHT LEVELS RANGE FROM 200 FC ON A CLOUDY DAY TO 7000 FC ON A SUNNY DAY. FOR A SHOWROOM TO FEEL BRIGHT, THE BRIGHTNESS FROM DAYLIGHT NEEDS TO BE BALANCED/CONTROLLED. AN EXAMPLE OF THIS IS WHEN THE SHOWROOM SEEMS DIM DURING THE DAY BUT OK AFTER DARK. TO MANAGE THIS THREE SOLUTIONS MAY BE CONSIDERED:

A.FENESTRATION SHADING:PROJECTS WITH EAST WEST OR SOUTHERN FACING SHOW WINDOWS ARE ENCOURAGED TO USE TRANSLUCENT SHADING SYSTEMS ON WINDOWS DURING TIMES OF DIRECT SUNLIGHT EXPOSURE INTO THE SHOWROOM. THIS WILL REDUCE GLARE, IMPROVE VISUAL COMFORT, REDUCE HEAT GAIN, MINIMIZE DISTRACTIONS AND CREATE A MUCH IMPROVED VISUAL ENVIRONMENT FOR THE CUSTOMER.
B. LIGHTING CONTROLS: DAYLIGHT INTEGRATION REQUIRES SPECIFICATION OF AN AUTOMATED LIGHTING CONTROL SYSTEM THAT DIMS AND BALANCES ELECTRIC AND DAY LIGHTING TO REDUCE ENERGY COSTS. PROPERLY DESIGNED AND LONG TERM OPERATION OF LIGHTING CONTROL SYSTEMS ARE ESSENTIAL TO PROVIDE VALUABLE ENERGY SAVINGS TO THE PROJECT LONG TERM.

2. LRV/ LIGHT REFLECTANCE VALUES:

INCIDENT OR DIRECT LIGHT REFLECTING OFF OF A WHITE SURFACE APPEARS BRIGHTER THAN REFLECTING OFF OF A DARKER SURFACE EVEN THOUGH THE FOOTCANDLES ARE THE SAME. PROFESSIONAL PAINT SWATCH BOOKS FEATURE THE LRV AS A PERCENTAGE FOR EACH COLOR / TINT. THE HIGHER THE LRV THE BETTER THE PERCEIVED BRIGHTNESS. FOR EXAMPLE: WHITE WALL PAINT SHOULD HAVE AN LRV OF 85-95% WHEREAS DARK GREY WALL PAINT HAS AN LRV OF 40%. CEILING TILES SHOULD BE SELECTED WITH AN LRV OF 80-90%

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L I N C O L N

LINCOLN
VITRINE
PROTOTYPE

THREE CAR RUNWAY
ONE STORY PROTOTYPE

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SHEET TITLE

ELECTRICAL LIGHTING SCHEDULES

SHEET NUMBER

EL7-00-01

LUMINAIRES SCHEDULE

TYPE	DESCRIPTION	LAMPS		DRIVER TYPE	LUMINAIRE		MOUNTING	MANUFACTURER CATALOG SERIES	REMARKS
		CCT	TYPE		VA	VOLTAGE			
D1	4" SQUARE RECESSED DOWNLIGHT, 2500-2800 LUMENS	3000	LED	INTEGRAL	44W MAX PER HEAD	277V	RECESSED	EATON "PORTOLIO" SERIES OR JUNO "ACULUX" SERIES OR APPROVED EQUAL	SATIN REFLECTOR
D2	4" SQUARE RECESSED ADJUSTABLE DOWNLIGHT, 2500-2800 LUMENS	3000	LED	INTEGRAL	45W MAX PER HEAD	277V	RECESSED	EATON "PORTOLIO" SERIES OR JUNO "ACULUX" SERIES OR APPROVED EQUAL	SATIN REFLECTOR
D3	TWIN ADJUSTABLE DOWNLIGHT HIGH LUMEN OUTPUT	3000	LED	INTEGRAL	~40W MAX PER HEAD	277V	RECESSED	AMERLUX "FACTOR" SERIES OR AMERLUX "CYLINDRIX III" SERIES OR APPROVED EQUAL	CAR ACCENT LIGHTING - 10" BEAM, NARROW
D4	TRIPLE ADJUSTABLE DOWNLIGHT LOW LUMEN OUTPUT	3000	LED	INTEGRAL	18W PER HEAD	277V	RECESSED	AMERLUX "HORNLET" SERIES OR EATON "RSA NEXT GEN" SERIES OR APPROVED EQUAL	RETAIL, BOUTIQUE LIGHTING, MEDIUM DISTRIBUTION
D5	QUAD ADJUSTABLE DOWNLIGHT HIGH LUMEN OUTPUT	3000	LED	INTEGRAL	~40W MAX HEAD	277V	RECESSED	EATON "RSA COMBOLIGHT" GEN 3" SERIES OR APPROVED EQUAL	CAR ACCENT LIGHTING
EL2	HIGHBAY LUMINAIRE, 18000 LUMENS, WIDE DISTRIBUTION, CLEAR LENS, WITH EMERGENCY BATTERY BACKUP	4000	LED	INTEGRAL	113W	277V	SUSPENDED 17' AFF.	ACUTTY "18G" SERIES OR FLEX LIGHTING "ESSENTIALS" SERIES OR APPROVED EQUAL	
L1	HIGHBAY LUMINAIRE, 15000 LUMENS, WIDE DISTRIBUTION, CLEAR LENS	4000	LED	INTEGRAL	98W	277V	SUSPENDED 17' AFF.	ACUTTY "18G" SERIES OR FLEX LIGHTING "ESSENTIALS" SERIES OR APPROVED EQUAL	
L3	HIGHBAY LUMINAIRE, 15000 LUMENS, WIDE DISTRIBUTION, CLEAR LENS	4000	LED	INTEGRAL	54W	277V	SURFACE MOUNTED 10' AFF.	EATON "NEORAY" SERIES OR SELUX "M130" SERIES OR APPROVED EQUAL	CONCEALED TOE-KICK LIGHTING, FROSTED LENS, REMOTE DRIVER TO BE CONCEALED OR LOCATED IN NON PUBLIC AREAS
L4	FLEXIBLE LINEAR LUMINAIRE	3000	LED	REMOTE	54W	24V DC	SURFACE MOUNTED	JESCO "DL-FLEX-UP" SERIES OR APPROVED EQUAL	MINIMUM 800 LUMEN PER FT., SATIN LENS
L6	LINEAR RECESSED LUMINAIRE WITH 4" LENGTH	3000	LED	INTEGRAL	9.25W/FT	277V	RECESSED	EATON "NEORAY" SERIES OR SELUX "M130" SERIES OR APPROVED EQUAL	REMOTE DRIVER TO BE CONCEALED IN LIGHT-WELL, LUMINAIRE TO BE CONCEALED IN COVE FINISHED IN MATTE WHITE
L7	FLEXIBLE LINEAR COVE LUMINAIRE	3000	LED	REMOTE	1.3W/FT	24V DC	SURFACE MOUNTED	JESCO "DL-FLEX-UP" SERIES OR APPROVED EQUAL	LUMINAIRE TO BE CONCEALED IN COVE, REMOTE DRIVER TO BE CONCEALED MAX RUN 30' FOR REGULAR OUTPUT, ADJACENT MATERIALS WILL PICK UP PIXELATION - USE DIFFUSE LENS AND MATTE FINISHES
L8	FLEXIBLE LINEAR LUMINAIRE	3000	LED	REMOTE	1.3W/FT	24V DC	SURFACE MOUNTED	JESCO "DL-FLEX-UP" SERIES OR APPROVED EQUAL	EXTERIOR BEZEL LIGHTING, NOT FIELD CUTTABLE, 150" MAX RUN, CONCEALED BENEATH STRUCTURE
L9	FLEXIBLE LINEAR LUMINAIRE	3000	LED	INTEGRAL	5W/FT	120V	SURFACE MOUNTED	JESCO "INFINA" SERIES OR APPROVED EQUAL	EXTERIOR STAIR LIGHTING, FROSTED LENS, REMOTE DRIVER TO BE CONCEALED, MAX RUN 30'
L10	FLEXIBLE LINEAR LUMINAIRE	3000	LED	REMOTE	1.3W/FT	24V DC	SURFACE MOUNTED	JESCO "DL-FLEX-WET" SERIES OR APPROVED EQUAL	
L11	INDUSTRIAL ENCLOSED LUMINAIRE, 15100-16400 LUMENS, WIDE DISTRIBUTION, CLEAR IMPACT RESISTANT ACRYLIC LENS	4000	LED	INTEGRAL	152W	277V	SUSPENDED 17' AFF.	COLUMBIA LIGHTING "LXEW" SERIES OR APPROVED EQUAL	
L12	MONORAIL TRACK AND TRACKHEAD LUMINAIRE	3000	LED	N/A	14W PER HEAD	277V	SURFACE MOUNTED	BRUCK "VA" MONORAIL SERIES TRACK AND BRUCK "CALIBER" TRACKHEAD SERIES OR APPROVED EQUAL	
L13	LINEAR RECESSED LUMINAIRE	3000	LED	REMOTE	5W/FT	277V	RECESSED	FLUXMERX "AREA 100 DN" SERIES OR APPROVED EQUAL	CEILING CLOUD PERIMETER RECESSED LIGHTING, RECTANGLE VERSION WITH TRIMLESS, REFER TO DRAWINGS FOR EXACT LENGTH.
L14	2X2 RECESSED TROFFER, 3000 LUMENS	4000	LED	INTEGRAL	28W	277V	RECESSED	EATON "CRUZE" SERIES OR APPROVED EQUAL	

LED ALTERNATES:
CONVENTIONAL LIGHT SOURCES WERE CHOSEN TO EXPRESS DESIGN INTENT. LED ALTERNATES ARE ACCEPTABLE BASED ON THE FOLLOWING CRITERIA:
1. MINIMUM PERFORMANCE CRITERIA IS MET AS SPECIFIED IN THE FIXTURE SCHEDULE.
2. FIXTURES ARE TESTED ACCORDING TO LW7848 WITH AVAILABLE IES FILE FROM INDEPENDENT TESTING LAB.
3. MINIMUM WARRANTY OF 5 YEARS ON ALL COMPONENTS.
4. LED FIXTURES WILL BE DEDICATED INTEGRAL LED, RETROFIT LED LAMPS WILL NOT BE ACCEPTED UNLESS FIXTURE IS UL LISTED FOR RETROFITTING WITH ETCULOM LAMP.
5. IF DIMMING IS REQUESTED BY OWNER LED PRODUCT WILL BE TESTED WITH DIMMING SYSTEM BY CONTRACTOR TO VERIFY COMPATIBILITY.